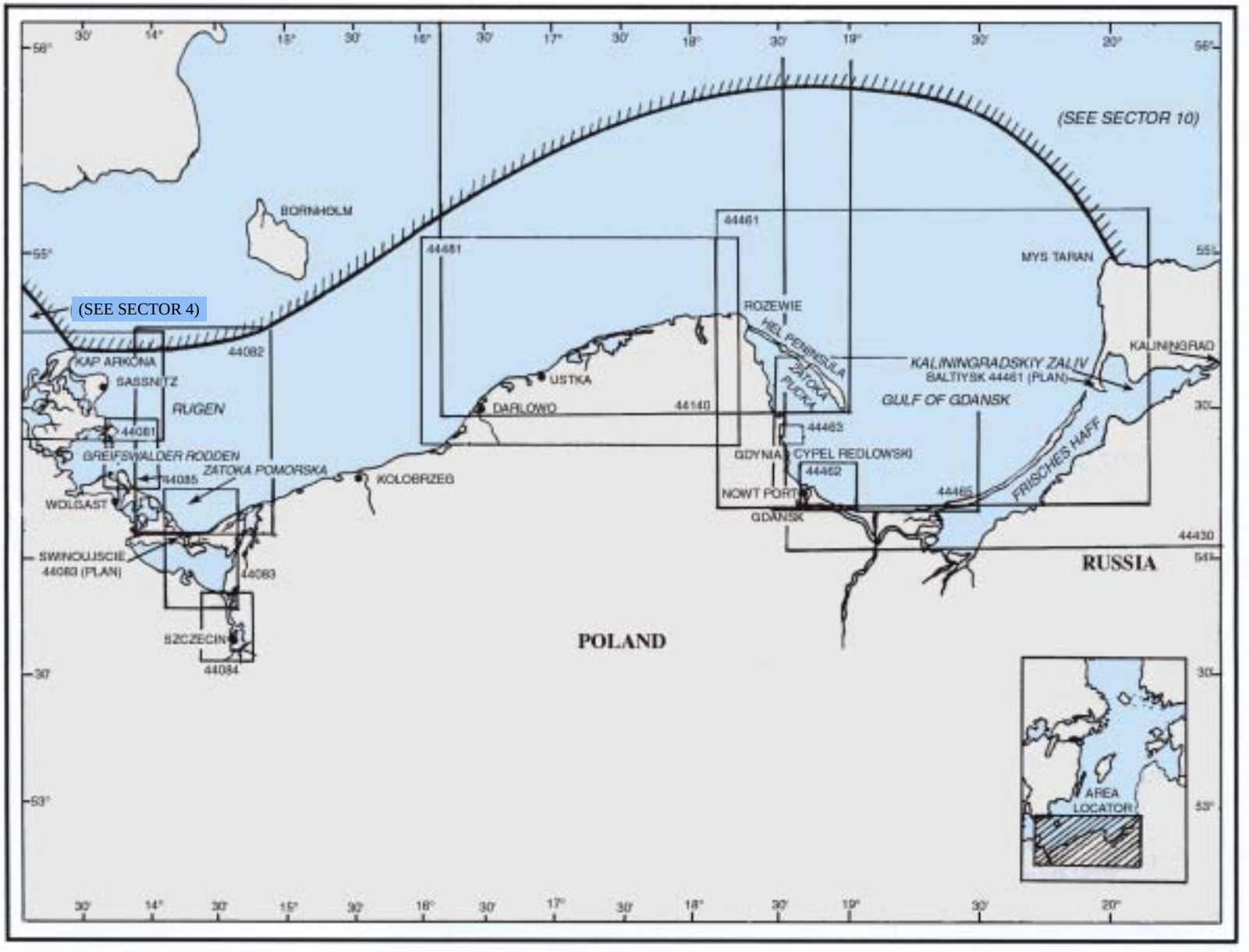
Click on "See Sector" to be hotlinked to that Sector.



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SECTOR 9

GERMANY AND POLAND—KAP ARKONA TO MYS TARAN

Plan.—This sector describes the S shore of the Baltic Sea from Kap Arkona to Rozewie. It then describes the broad bight of the Gulf of Gdansk and the coast to the E as far as Mys Taran. The descriptive sequence is from W to E.

General Remarks

9.1 From Kap Arkona to Rozewie, a distance of 172 miles, the coast is predominately high and wooded. On the approach from seaward, Kap Arkona and the steep headland of Rozewie are salient points. Between these two positions, Swinoujscie and Szczecin lie at the head of a bight, and Sassnitz is situated on the E side of Rugen Island.

The coast between Rozewie and Mys Taran includes the major ports of Gdynia and Gdansk, both situated near the head of the Gulf of Gdansk (Gulf of Danzig). Swept channels lead through the approaches to these ports. The W side of the bight is interrupted by the Hel Peninsula which is flat, mostly wooded, and projects 18 miles SE. The coast to the S of Rozewie is steep and barren. A wooded range of hills stands near the coast and terminates abruptly close to the head of the bight.

Between Baltiysk and Mys Taran, dunes give way to rugged cliffs, above which the land increases in elevation toward the cape. Between Kap Arkona and Rozewie, the S shore of the Baltic Sea is fronted by shoals that extend up to about 1 mile seaward, except in areas where bays and river outlets indent the coast. Shoalbanks in these areas extend as far as 10 miles offshore. Depths between 92 and 110m lie in the outer part of the Gulf of Gdansk and decrease gradually toward the head of the bight. Nearing the coast, the bottom is formed of soft clay mixed with sand. Between Baltiysk and Mys Taran, the bottom, in depths of less than 10m, is rocky in numerous places.

Pilotage.—Deep sea pilots are available for the Baltic Sea. Requests for deep sea pilotage for the Polish coastal area of the Baltic Sea should be forwarded 24 hours in advance through an agent or sent directly to the pilot stations at Swinoujscie, Szczecin, Gdynia,or Gadansk.

Regulations.—Vessels approaching the ports of Sassnitz, Mukran, Wolgast, and Stralsund are required to participate in mandatory Vessel Traffic Service (VTS) systems. For further details, see Regulations under each port description.

Due to the non-tidal nature of these waters, the German and Polish authorities have enacted stringent anti-pollution regulations.

Directions.—Vessels transiting the German waters to the N of Rugen must follow the routes established which lead from position 54˚47'N,12˚58'E to the Arkona Lighted Buoy (54˚46'N., 13˚34'E.).

The offshore route then leads generally E for 160 miles to a position N of Rozewie (54˚50'N., 18˚20'E.). It passes S of Ronne Bank (54˚49'N., 14˚35'E.) and N of Stolpe Bank (54˚55'N., 16˚39'E.).

The coastal route leads SSE for about 30 miles from Arkona Lighted Buoy to the Swin-N Lighted Buoy (54˚20'N., 13˚38'E.).

Caution.—In the waters described within this sector, vessels should navigate along the recommended routes and in the buoyed fairway channels. Not all of the areas described have been swept for mines. However, the danger from mines to surface vessels is not considered greater than other hazards to navigation. Anchoring, fishing, and working on the sea bed should still be considered dangerous.

Kap Arkona to Sassnitz

9.2 **Kap Arkona** (54˚41'N., 13˚26'E.), the N extremity of Rugen, has been previously described (see paragraph 4.22).

Adlergrund (54˚47'N., 14˚24'E.), an area of foul ground and rocks, has a least depth of 4.5m and lies centered 31 miles ENE of Kap Arkona.

Tides—Currents.—The water level at Kap Arkona usually rises with winds from NW through N to ESE. It may rise as much as 2m above the mean level during strong gales from between NNE and NE. The water level usually falls with winds from SE through S to WNW. It may fall as much as 1.5m during gales from SW.

The current offshore is negligible, but in the immediate vicinity of the coast, it can be quite considerable and caution is necessary, particularly when approaching from the E.

Pilotage.—Pilots for Sassnitz, Mukran, Wolgast, Greifswalder Bodden, and Peenestrom are provided by the station at Stralsund. For details, see paragraph 4.23.

Regulations.—A speed limit is enforced in the Palmer-Ort-Rinne Channel. Vessels must navigate in the center of the channel and at a minimum speed, consistent with maintaining steerage way. Passing and overtaking are prohibited in the channel.

Caution.—In poor visibility, caution must be exercised to avoid mistaking the high land in the vicinity of Baken Berg with Kap Arkona, 4.5 miles ENE.

A dangerous wreck, the position of which is doubtful, lies 9 miles NNW of Kap Arkona.

9.3 **Tromper Wiek** (54˚37'N., 13˚30'E.), a bay lying S of Kap Arkona, is formed by the peninsulas of Wittow and Jasmund which are joined together by a low, narrow, wooded, and sandy isthmus known as Schaabe (54˚35'N., 13˚23'E.). Jasmund (54˚34'N., 13˚40'E.) extends E for about 6 miles to Ranzow (54˚35'N., 13˚38'E.), its N extremity. The bay has general depths of 9 to 20m, but its N and S shores are fringed by rocky shoals.

In addition to the prominent light towers at Arkona and Stubnitz, several conspicuous radio masts stand along the shores of the bay.

Kollicker Ort Light (54˚34'N., 13˚41'E.) is shown from a structure, 6m high, standing on the E side of Jasmund, about

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half way up the steep foreshore. This light structure is reported to be difficult to identify by day.

Stubnitz, at the E end of Jasmund, consists of wooded, chalk cliffs. These cliffs are about 135m high at the shoreline and rise to 160m about 0.5 mile inland. They fall steeply to the sea and the rocky shoalbank fronting the coast is steep-to.

Caution.—A designated measured distance, indicated by beacons, is situated in the S part of Tromper Wiek and may best be seen on the chart.

Sassnitz (54˚31'N., 13˚39'E.)

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9.4 Sassnitz, lying on the SE side of Jasmund, is an important fishing center with a highly developed processing industry. It also serves as the terminal for railroad and passenger ferry vessels from Trelleborg, Sweden.

Depths—Limitations.—The harbor is protected by a breakwater, about 0.7 mile long, which extends SW from the shore. There are eight berths within the harbor, 110 to 230m long, with facilities for ro-ro vessels. Vessels up to 7.2m draft can be accommodated. Vessels over 135m in length must employ the services of a tug.

Aspect.—Sassnitz Approach Lighted Buoy is moored about 3.2 miles ENE of the harbor. The fairway channel leading into the harbor is marked by lighted buoys and indicated by a lighted range.

Pilotage.—Pilotage is compulsory. Pilots are provided by Stralsund pilotage service and generally board in the vicinity of Landtief B Lighted Buoy (54 ˚17'N., 13˚ 46'E.), Sassnitz Lighted Buoy (54 ˚33'N., 13˚ 46'E.), Mukran No. 2 Lighted Buoy (54 ˚26'N., 13˚ 43'E.), or the Osttief 2 Lighted Buoy (54˚ 12'N., 13˚ 52'E.). For further information, see paragraph 4.23.

Regulations.—A Vessel Traffic Service (VTS) system has been established in the approaches to the port. It is controlled by the Sassnitz/Mukran Traffic Control Office and is mandatory for the following:

1. Vessels over 50m in length, including composite units.
2. Vessels carrying dangerous goods in bulk (gas, chemicals, petroleum, or petroleum products).
3. Unloaded tankers if not cleaned, degassed, or completely inerted after carrying petroleum or petroleum products with a flashpoint below 35 C.
4. Nuclear-powered vessels.

The format for the Sailing Plan (SP) and Position Reports (PR) is stated under Kieler Forde in paragraph 3.63.

Vessels entering the VTS Area of Sassnitz/Mukran must maintain a continuous listening watch on VHF channel 13 or 16. It is mandatory to send the following reports:

1. Sailing Plan (SP)—An SP must be sent to the Sassnitz/Mukran Traffic Center on VHF channel 13, as follows:
   a. When entering the VTS Area from seaward 30 minutes before passing the harbor entrance.
   b. Before leaving a harbor or berth within the VTS Area of Sassnitz/Mukran.
2. Position Report (PR)—A PR must be sent to VTS Center Sassnitz Traffic on VHF channel 13, as follows:
   a. When entering or leaving an anchorage within the VTS Area of Sassnitz/Mukran.
   b. When passing Sassnitz Lighted Buoy (54˚33'N., 13˚46'E.) or Mukran Lighted Buoy (54˚30'N., 13˚42'E.).

Information broadcasts are made by VTS Sassnitz Traffic on VHF channel 13 in German (and on request, in English) on request and at 0115, 0515, and every 2 hours thereafter until 2115. The broadcast includes information relevant to the safe passage through the VTS area; general fairway and traffic situation details; local storm warnings, weather messages, visibility and ice reports; casualties; and dredging operations.

Anchorage.—Sassnitz Reede, a roadstead marked by buoys, provides good anchorage, in depths of 10 to 18m, about l.5 miles SE of the harbor entrance. Vessels using this roadstead should not proceed into depths less than 10m.

Caution.—Anchoring and fishing are prohibited in and close to the approach channel.

Sassnitz to Sudperd

9.5 The coast between Sassnitz and Sudperd forms Prorer Wiek (54˚27'N., 13˚40'E.). This bay terminates at Granitzer Ort (54˚24'N., 13˚40'E.), a high and wooded point, located 6.5 miles S of Sassnitz. There are depths of 12 to 17m in the outer part of Prorer Wiek and depths of 9m lie up to about 1 mile offshore. The bottom is formed of fine sand and shells, and several rocks lie off the N shore. A sandy isthmus forms the inner side of the bay.

Mukran Harbor (54˚29'N., 13˚35'E.), a ferry terminal, lies on the W side of Prorer Wiek, 2.5 miles SW of Sassnitz. It is protected on the E side by a mole, which is 1,320m long and marked by a light.

Sudkai Light is shown from a structure standing on the foreshore, 0.7 mile WNW of the head of the mole. A finger pier, 216m long, extends form the shore and has a depth of 9.5m alongside. Another pier, 230m long, has a depth of 8.5m alongside. These piers provide berthing facilities on either side for ro-ro ferries. Vessels up to 8m draft can be accommodated.

The Sassnitz VTS traffic control office is reported to direct all vessels in the harbor and approaches, and provide navigational information. The harbor authorities can be contacted on VHF, channel 19 or 21.

In the approach to Prorer Wiek, Lietzow Castle, a conspicuous structure, stands about 2.5 miles W of Mukran. Several large blocks of houses stand on the foreshore at Prora, 4.2 miles SSW of Sassnitz, and are prominent from seaward.

A prominent disued light tower, 31m high, stands 3 miles S of Mukran, on the central shore of the bay.

A conspicuous monument stands at a high elevation, 8 miles W of Granitzer Ort, the S entrance point of the bay. Several prominent resort buildings are situated at Binz, 1.7 miles W of Granitzer Ort. A conspicuous chimney stands 1 mile NW of Binz and is reported to be visible from seaward.

Caution.—A fishery protection area, which may best be seen on the chart, lies 1 mile ENE of the directional light at Prora. Several marine farms may be found within this area between March and November.

9.6 Nordperd (54˚21'N., 13˚46'E.), a point situated 5 miles SE of Granitzer Ort, lies at the E extremity of Rugen and may be easily recognized from seaward. It is high, wooded, and has steep, clay sides. A conspicuous radio mast, 118m high, stands 0.5 mile W of the point. Two prominent water towers, 74m and 72m high, are situated close W of this mast.

Several prominent building stand at Sellin, a resort, which is situated 3.5 miles NW of the point.

Landtief A Lighted Buoy (54˚21'N., 13˚51'E.) is moored about 3 miles ENE of Nordperd.

The low coast in the vicinity of Nordperd is backed by four separate and high hills which appear as islands from offshore.

Sudperd, a point, is located 4.5 miles SSW of Nordperd and is surmounted by a prominent radio mast, 63m high. This point is high and steep on its S side, but slopes gradually to a low and sandy beach on the N side. Thiessow, a village standing on the shore of a small inlet, is situated close W of the point.

Thiessower Steintrendel, a rocky patch, lies about 1.5 miles E of Sudperd. It has a least depth of 2.8m and is marked by a buoy.

Landtief B Lighted Buoy (54˚17'N., 13˚46'E.) is moored about 1.6 miles NE of Sudperd.

Anchorage.—Anchorage can be taken within Prorer Wiek, in depths of 3 to 4.5m, inside Seehunds Riff (54˚25'N., 13˚40'E.). Anchorage can also be taken, in depths of 4 to 6m, close NE of Binz. Anchorage, with offshore winds, can be taken, in depths of 8 to 9m, sand, between Sudperd and Nordperd.

Caution.—Between Nordperd and Sudperd, a fishing area, which may best be seen on the chart, extends up to about 2 miles from the shore. Shipping is prohibited within this area from 1 February to 31 October, annually.

Greifswalder Bodden

9.7 Greifswalder Bodden (54˚14'N., 13˚32'E.), a large bay, is entered from the E between Sudperd and the N end of Usedom (54˚11'N., 13˚48'E.). Several channels lead from seaward through the bay to ports on Rugen Island (54˚20'N., 13˚20'E.) and the mainland. Wolgast is the principal port in this area. The N side of the bay is formed by the S coast of Rugen. The shores are heavily indented and irregular, with broad outcroppings of terrain, high cliffs, valleys, and peninsulas. These outcroppings are backed, in many places, by inland lakes. Numerous shoals and reefs, with deep water between them, front the coast.

Rugischer Bodden (54˚18'N., 13˚33'E.) is the N part of the bay. The coast forming the S side of the bay is low-lying and mostly wooded. Danische Wiek (54˚08'N., 13˚28'E.), lying at the SW corner of the bay, is an inlet into which the Ryk River (54˚06'N., 13˚27'E.) flows. The mouth of the Peene River lies close W of Usedom, at the SE side of the bay.

Ice.—During severe winters, heavy ice formation may prevent shipping in the bay from about December 15 to March 31. In average winters, shipping can be hindered by ice for up to about 6 weeks and suspended for up to 2 weeks. The bay is usually frozen over during January and February. Storms from the SW and S clear the bay of ice within 24 hours. Ice barriers may form on the flats on both sides of the dredged channels in Landtief, Osttief, and Palmer Ort.

Tides—Currents.—The surface currents follow the wind direction in Greifswalder Bodden. With strong winds from between N and NE, the current sets S and SW at rates of 4 to 6 knots. With S winds, the current divides at Sudperd with one branch setting along the S side of Rugen Island and turning SW to unite with the E current. With winds from E through S to W, the current sets N and NE at rates of 2 to 5 knots. In calm weather, a strong current usually sets SW with LW in the Baltic Sea and the reverse with HW. Strong SW and NE winds lower or raise the water level as much as 0.9m, respectively.

Depths—Limitations.—An extensive sand flat, rising gradually from the sea and dropping abruptly towards the bay, lies in the E entrance of Greifswalder Bodden. This flat has shallow depths of less than 2m in many places. It is enclosed by the 5m curve and is widest between the islands. Several dredged channels lead across the flat to Greifswalder Bodden. The bay has general depths of 6 to 11m with a bottom formed of sand and mud, but several detached and shallow patches lie up to 2.5 miles off the islands and peninsulas. Passages with depths of 7 to 9m lead to the minor ports, but should be used only by vessels with local knowledge. The coastal shoalbank, with depths of less than 4m, extends up to about 1.5 miles offshore along the S and W sides of the bay.

Regulations.—A Vessel Traffic Service (VTS) system, VTS Wolgast, has been established in the approaches to Greifswalder Bodden. It is mandatory for the following:

1. Vessels over 20m in length, including composite units.
2. Vessels carrying dangerous goods in bulk (gas, chemicals, petroleum, or petroleum products).
3. Unloaded tankers if not cleaned, degassed, or completely inerted after carrying petroleum or petroleum products with a flashpoint below 35 C.
4. Nuclear-powered vessels.

The format for the Sailing Plan (SP) and Position Reports (RP) is stated under Kieler Forde in paragraph 3.63.

Vessels entering the Wolgast VTS Area must maintain a continuous listening watch on VHF channel 9 or 16. It is mandatory to send the following reports:

1. Sailing Plan (SP)—An SP must be sent to VTS Center Wolgast Traffic on VHF channel 9, as follows:
   a. When entering the VTS Area from seaward 30 minutes before passing Osttief B Lighted Buoy or Haff Lighted Buoy.
   b. Before leaving a harbor or berth within the VTS Area of Wolgast.
2. Position Report (PR)—A PR must be sent to VTS Center Wolgast Traffic on VHF channel 9, as follows:
   a. After embarking the pilot.
   b. When leaving the fairway.
   c. When entering or leaving an anchorage or berth within the VTS Area of Wolgast.
   d. When passing (Northern approach)—Osttief Lighted Buoy, Lighted Buoy O30, and Lighted Buoy PN12 or (Eastern approach)—Lighted Buoy Peenestrom Sud/H1 and Zecherin Road Bridge.

Information broadcasts are made by VTS Wolgast Traffic on VHF channel 9 in German (and on request, in English) every 2 hours between 0715 and 2115. The broadcast includes

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information relevant to the safe passage through the VTS area; general fairway and traffic situation details; local storm warnings, weather messages, visibility and ice reports; casualties; and dredging operations.

Anchorage.—The roadstead lying between Der Ruden and Peenemunder Haken, to the SE, affords good anchorage, in depths of 7 to 8m, mud.

Caution.—Several patches of foul ground and several dumping ground areas, which may best be seen on the chart, lie in the approaches to Greifswalder Bodden.

Several submarine cables lie in the approaches to Greifswalder Bodden and may best be seen on the chart.

Extensive fishing takes place within the S half of Greifswalder Bodden throughout the whole year. Between February and June, fishing takes place in the N half of the bay. Fixed-net herring fishing also takes place from May to March. Several fishing buoys are moored in the bay, but generally clear of the fairways.

Vessels should navigate with caution and should not deviate from the recommended and marked channels.

9.8 Off-lying islands and banks.—Greifswalder Oie (54˚15'N., 13˚55'E.), an island, is located about 7 miles ESE of Sudperd at the E end of the shallow flat. A main light is shown from a prominent tower with a dwelling, 39m high, standing on the NE end of this island. A small fishing harbor lies at the SW end of the island. Numerous sunken rocks and wrecks lie in an area centered about 2.5 miles E of the island and may best be seen on the chart.

Ruden (54˚12'N., 13˚46'E.) is a low island lying about 5 miles SW of Greifswalder Oie. A conspicuous stone tower stands at the S end of the N section of the island. The S end of the island is formed by a long and sandy tongue of land which is very flat and can only be seen from about 2 miles seaward. Directional lights are shown from this island.

Greifswalder Oie Light

Directions.—Two approach channels, marked by buoys, lead into Greifswalder Bodden. The recommended routes and fairways may best be seen on the chart.

Caution.—During August to October, fishing nets extend up to 5 miles offshore from the N, E, and SE sides of Greifswalder Oie.

Landing on Ruden is prohibited.

9.9 Landtief (54˚16'N., 13˚44'E.), the N channel, has a least depth of 6.9m and is dredged through the sand flat for a distance of about 2.5 miles. Generally, vessels with drafts up to 5.2m can use this channel. However, with special permission, vessels with drafts up to 6m, have transited to Stralsund.

Landtief A Lighted Buoy, moored about 3 miles E of Nordperd, marks the outer approach to the N channel.

Osttief (54 12'N.,13 ˚52'E.),the S channel, passes to the S of Greifswalder Oie and Ruden. Osttief Lighted Buoy is moored about 3 miles SE of Greifswalder Oie Light and marks the outer approach to the channel. This channel has a least depth of 6m and is available to vessels with drafts up to 5.2m. However, due to the narrowing of the channel and silting, a one-way traffic system is in operation with vessels proceeding E taking preference over vessels proceeding W.

That part of Greifswalder Bodden lying between Sudperd and Palmer Ort (54˚13'N., 13˚24'E.), 12 miles WSW, is indented by a broad bight and several small bays.

An obstruction, with a depth of 4.9m, lies close to the fairway junction, on the W side of Greifswalder Bodden.

Zickerer See (54˚17'N., 13˚42'E.), a bay, is entered about 1 mile NW of Sudperd and is fronted by a shoal which extends up to about 2 miles offshore. Zickersches Hoft (54˚17'N., 13˚40'E.) rises to a bold promontory and forms the extreme W side of Zickerer See. Reddevitzer Hoft (54˚19'N., 13˚37'E.), a steep point, is located at the outer end of a long, narrow peninsula lying 1.8 miles NW of Zickersches Hoft.

Lauterbach (54˚20'N., 13˚30'E.), a resort, is fronted by a fishing harbor formed by two moles.

Palmer Ort is prominent and is located close N of the entrance channel leading W from Greifswalder Bodden to Stralsund.

Koos (54˚10'N., 13˚25'E.), an island, is located close off the mainland, about 2.5 miles S of Palmer Ort. It lies at the S side of the channel leading to Stralsund. Extensive shoals, which front Rugen and the mainland, lie adjacent to the approach channel leading to Stralsund. The channel extends WNW for 14 miles from the vicinity of Palmer Ort. The S side of Rugen, to the N of the channel, is indented by several shallow inlets. Drigge (54˚17'N., 13˚09'E.), a salient peninsula, juts into the channel 9.5 miles from Palmer Ort. Winding reaches of the channel lead SW and W of Drigge.

Caution.—Several stranded wrecks lie between Koos and Riems.

9.10 Danholm (54˚19'N., 13˚06'E.), an island fronting Stralsund, lies on the W side of the channel, 1.5 miles from the S end of Drigge.

Ziegelgraben (54˚18'N., 13˚07'E.) is a buoyed channel, suitable for vessels with drafts of up to 5m, which leads from W of Drigge and passes between Danholn and Stralsund. Stahlbrode, used by small craft, is a small fishing boat harbor. It is formed by two moles and lies 3.8 miles W of Palmer Ort.

Between Koos and Usedom (54˚11'N., 13˚48'E.), 13 miles E, the coast is partly wooded, steep in places, and indented by two shallow inlets.

Wieck (54˚06'N., 13˚27'E.), a fishing village, is situated at the SW side of Danische Wiek, near the mouth of the Ryk

River (54˚06'N., 13˚27'E.). The village is fronted by a small harbor which is formed by two moles. A dredged channel, 40m wide, leads S to the harbor entrance and has a least depth of 4m. Small vessels, with drafts up to 3.5m, can be accommodated.

Greifswald (54˚05'N., 13˚23'E.), a university town, stands on the S side of the Ryk River, 2.5 miles above its mouth. A harbor, about 0.7 mile long, fronts the town and extends along the sides of the river. It is only used by pleasure boats and small craft.

Usedom, the island lying close E of the mainland at the S entrance of Greifswalder Bodden, forms the E side of the Peene River.

9.11 The **Peene River** (54˚10'N., 13˚45'E.) is the W branch of the Oder River (Odra River). It is 29 miles long between the mouth and Kleines Haff (53˚45'N., 14˚04'E.), an inland sea. This shallow river, together with Kleines Haff and Wielki Zalew (Groszes Haff) (53˚46'N., 14˚24'E.), an adjoining sea, forms the W approach to the ports of Swinoujscie (53˚55'N., 14˚16'E.) and Szczecin (53˚25'N., 14˚35'E.). From a point lying close W of Usedom, the river follows a tortuous course through several large bays, of which Achterwasser (54˚00'N., 14˚00'E.) is the largest.

Ice.—Ice forms in the river and channels earlier than in the approaches through Greifswalder Bodden, but the strong current frees the river of ice sooner than the bay. Strong NW winds sometimes carry ice from the bay into the river.

Tides—Currents.—The currents rarely exceed a rate of 2.5 knots. With SE to W winds, the current sets into the bay; with E to NW winds, it sets into Wielki Zalew.

Depths—Limitations.—The channel as far as Peenemunde has a dredged depth of 4.8m. The channel from Peenemunde to Wolgast has a depth of 4.4m.

Pilotage.—Pilotage is compulsory for commercial vessels between the entrance of the Peene River and Westklune (53˚51'N., 13˚55'E.).

Caution.—An area, in which fishing and anchoring are prohibited, extends N and E from the NE side of Usedom. It is marked by buoys and may best be seen on the chart.

9.12 **Peenemunde** (54˚08'N., 13˚46'E.), lying on the E side of the river, is a naval base. It has two small harbors basins that are closed to commercial shipping and a large basin which is used by vessels to discharge coal at the power station.

Kroslin, a fishing harbor, lies on the W side of the river close S of Peenemunde. Karlshagen, another fishing harbor, lies about 2 miles SE of Peenemunde.

Achterwasser, an extensive water area, lies on the E side of Peenestrom and is separated from the sea by a narrow ridge of land protected by dikes.

Caution.—An overhead pipeline, with a vertical clearance of 30m, spans the river channel, about 1 mile S of Peenemunde.

9.13 **Wolgast** (54˚03'N., 13˚47'E.) (World Port Index No. 28828), a sheltered port, lies on the W side of the Peene River, about 6 miles above the entrance. The harbor includes a naval supply depot and a shipyard.

Ice.—Ice closes the harbor each year from 1 to 5 weeks, depending on the severity of the winter.

Depths—Limitations.—The harbor is used mostly by local coasters and inland waterway craft. The outer harbor can be used by vessels with drafts of up to 4m.

Pilotage.—Pilotage is compulsory. Pilots can be obtained from the pilot stations at Thiessow and Stralsund on advance notice.

Regulations.—For information concerning Wolgast VTS, see paragraph 9.7.

Anchorage.—The limited width of the channel prevents safe anchoring. Vessels can anchor, with ample swinging room, in a depth of 8m, good holding ground, in Greifswalder Bay.

Zatoka Pomorska, Swinoujscie, and Szczecin

9.14 **Zatoka Pomorska** (Pomeranian Bay) (54˚08'N., 14˚15'E.), known by the Germans as Oder Bucht, lies at the head of a broad inlet which forms the southernmost part of the Baltic Sea. The coast is generally low and wooded, but is higher to the SW and SE than to the S.

Oder Bank (Lawica Oderbank) (54˚20'N., 14˚25'E.), an extensive shoal area, has a least depth of 4.8m and lies in the N part of the bay. The approach routes to Swinoujscie pass W or S of this bank.

Ice.—During severe winters when NE winds predominate, the bay is filled with floating ice which forms ice fields. These fields may extend for several miles offshore in prolonged freezing weather. Much of the ice comes from the rivers and Greifswalder Bodden.

Tides—Currents.—The current in the bay sets with the prevailing winds. A current setting E predominates and attains a rate of about 2 knots along the coast. It is reported to be strongest at about 4 miles from the shore.

Aspect.—At the W side of the bay, the church, with two towers, standing at Zinnowitz (54˚05'N., 13˚55'E.) is very conspicuous. A prominent tower, 42m high, stands near the coast, 4 miles ESE of Zinnowitz. Strekelsberg, 59m high, rises close S of this tower and is the most elevated part of this section of the coast.

Prominent churches, with tall spires, stand at the resorts of Heringsdorf and Ahlbeck, which are situated close to the coast 7.8 miles and 9 miles, respectively, SE of Strekelsberg.

The boundary line between Germany and Poland is indicated by a beacon standing about 1.5 miles SE of Ahlbeck (53˚57'N., 14˚12'E.).

At the E side of the bay, a conspicuous church, with a tall tower rising above some trees, stands near the coast at Miedzyzdroje (53˚56'N., 14˚27'E.). A conspicuous church also stands at Lubin, 3.5 miles S of Miedzyzdroje. It is situated on the W shoulder of the hills in that area.

Kikut Light (53˚59'N., 14˚35'E.) is shown from a prominent stone tower, 18m high, standing 6 miles NE of Miedzyzdroje. A prominent church is situated 1.8 miles SE of the light.

A dangerous wreck lies about 6.5 miles N of the light and is marked by a lighted buoy.

Caution.—Vessels navigating in the bay should stay close to the designated recommended routes, tracks, and fairways. In addition to the charted hazards there may be others that have not been discovered.

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Approach to Swinoujscie

9.15 Depths—Limitations.—The approach channel from the E leads WSW for 12.5 miles from a position about 7.5 miles N of Kikut Light (53˚59'N., 14˚35'E.). It joins the inner approach channel in the vicinity of Lighted Buoy No. 3 and Lighted Buoy No. 4, about 4.5 miles N of the port entrance.

The main approach channel from the N leads SE for 9 miles from the Swin-N Lighted Buoy (54˚20'N., 13˚58'E.) to Lighted Buoy N2 (54˚15'N., 14˚11'E.). It then leads in a SSE direction for about 10 miles, passing Lighted Buoy N4 (54˚07'N., 14˚13'E.), to Lighted Buoy N5 (54˚05'N., 14˚14'E.), which is moored in the N part of the roadstead.

The inner approach channel, a continuation of the N approach channel, is marked by lighted buoys and leads from the roadstead to the harbor entrance. It is dredged to a depth of 14m over a width of about 150m, but is subject to siltation.

A route, which may be seen on the chart, leads from the N to the No. 3 Anchorage Area. It extends 8 miles S from the vicinity of the Fairway Lighted Buoy (53˚27'N., 14˚06'E.). Areas, within which less water than charted exists, lie close to this route.

An overhead cable, with a vertical clearance of 69m, spans the river channel, l.5 miles SW of the main light. It is supported by two prominent lattice towers, each 120m high.

Aspect.—Lighted Buoy N2 (54˚15'N., 14˚11'E.) and Lighted Buoy N4 (54˚07'N., 14˚13'E.) are equipped with racons. The inner approach channel is marked by lighted buoys and indicated by a lighted range. A main light is shown from a tower on a building, 65m high, standing at the E side of the entrance.

The large buildings of the baths and several church spires stand about 1 mile W of the light.

The E breakwater, 1,400m long, is illuminated at night by orange floodlights.

Swinoujscie Entrance Channel

Pilotage.—Pilots are available 24 hours and are provided by the Swinoujscie-Szczecin pilot station.

Pilotage is compulsory for all vessels over 40m in length, all vessels carrying dangerous cargo, all passenger vessels, and all vessels shifting berth within the port areas.

Pilots board as follows:

1. At position PILOT-3, in the vicinity of the Lighted Buoy N2 (54˚15'N., 14˚11'E.), for vessels with drafts of 11.0 to 12.8m (fresh water).
2. At position PILOT-2, in the channel between Lighted Buoy No. 1 and Lighted Buoy 2 (54˚02'N., 14˚14'E.), for vessels with drafts of 7.0 to 11.0m (fresh water).
3. At position PILOT-1, in the channel between Lighted Buoy No. 5 and Lighted Buoy No. 6 (53˚59'N., 14˚16'E.), for vessels with drafts of less than 7.0m (fresh water).
4. At the anchorage area when the vessel is anchored.
5. At Gate No. 2 when the vessels sails from the Polish-German border line (situated at Zalew Szczcinski).

Inbound vessels should request pilotage 4 hours in advance of arrival. Outbound vessels and vessels shifting berth should request pilotage 2 hours in advance.

Inbound vessels should contact, as appropriate, either Swinoujscie Pilot, on VHF channel 14, or Szczecin Pilot, on VHF channel 68. The following information must be included in the report:

Designator	Information Required
A	Vessel name, call sign, and flag.
U	Length (meters) and grt.
O	Maximum draft.
J	ETA at pilot boarding position.
I	Port of destination.

Vessels requiring a licensed Deep-Sea Pilot for the Baltic Sea should send a request to the pilot station 24 hours in advance.

Regulations.—A Registration System has been established within the Bay of Pomerania in order to protect the shores and increase the safety of shipping.

This system was introduced for vessels sailing to Swinoujscie, Szczecin, Stepnica, and Trzebiez. It is compulsory for all vessels 20m or more in length and all vessels which, because of exceptional circumstances, pose a threat to navigation or the environment.

Vessels passing the latitude of 54˚30'N or the longitude of 14˚45'E must report to Swinoujscie Traffic on VHF channel 12. Permission to enter the Port of Swinoujscie must be obtained from the authorities. The report should be formatted, as follows:

1. The code word REPLINE SWIN.
2. Name, call sign, flag, and IMO number.
3. Position (latitude and longitude).
4. Destination (port).
5. Nature and quantity of any dangerous cargoes.
6. Circumstances capable of affecting the safety of shipping and the cleanliness of the environment.

Return to paragraph: 9.16 9.18

Traffic Control.—A Vessel Traffic Service (VTS) system operates in the port areas of Swinoujscie and Szczecin.

The system is mandatory for all vessels 20m or more in length (including composite units), vessels carrying dangerous cargo, unloaded tankers if not degassed after carrying dangerous cargo, and passenger vessels.

Vessels navigating in the area from Zatoka Pommorska (Bay of Pomerania) to Gate No. 1 (53˚ 48.5'N., 14˚ 20.6'E.) should report to Swinoujscie Traffic (VHF channels 12, 16, and 70).

Vessels navigating in the area from Gate No. 1 (53˚ 48.5'N., 14˚ 20.6'E.) to the Port of Szczecin should report to Szczecin Traffic (VHF channels 16 and 69). Vessels required to report must maintain a continuous listening watch, as appropriate, on either VHF channel 12 (Swinoujscie VTS) or VHF channel 69 (Szczecin VTS).

Inbound vessels requesting pilotage must send a Sailing Plan (SP) to the Swinoujscie VTS 2 hours prior to their ETA at the pilot boarding position.

Other inbound vessels must send an SP 15 minutes before entering the VTS area.

The SP should be formatted, as follows:

Designator	Information Required
A	Vessel name, call sign, IMO number, and flag.
C or D	Position.
H	Point of entry into VTS system.
J	ETA at pilot boarding position (PILOT-1, PILOT-2, or PILOT-3).
G	Last port of call.
I	Port of destination.
P	Details of any dangerous cargo.
Q	Details of defects, damage, or deficiencies.
L	Intended track.
T	Name of agent.
U	Length, beam, GRT, and type of vessel.
W	Total number of passengers (only for passenger vessels).

Inbound vessels requesting pilotage must also send a Position Report (PR) to the Swinoujscie VTS, as follows:

1. 15 minutes before entering the VTS area.
2. When passing the Reporting Points.
3. When anchoring within the VTS area.
4. Fifteen (15) minutes prior to leaving an anchorage within the VTS area.
5. Pilot embarkation or disembarkation.
6. When leaving or entering the fairway.
7. When berthing or leaving a berth.

The PR consists of (A1) name and call sign, (D) position, and (L) intended track.

The Reporting Points are, as follows:

1. The head of the E breakwater (Swinoujscie).
2. Gate No. 1 (53˚48'N., 14˚20'E.).
3. Gate No. 4 (53˚40'N., 14˚32'E.).
4. Dolphin No. 80 (53˚27'N., 14˚36'E.).
5. When leaving a port within the VTS area.
6. When leaving the VTS area.

A Deviation Report (DR) must be sent to the relevant VTS Traffic Center by vessels changing their SP. The DR consists of (A1) name and call sign, (D) position, and the changed designators.

An Incident Report (IR) must be sent to the relevant VTS Traffic Center by vessels observing or taking part in an accident that impairs safety or the environment. The IR consists of (A1) name and call sign, (C or D) position, and (Q) details of damage.

Outbound vessels requesting pilotage must send a Sailing Plan (SP) to the relevant VTS 2 hours before leaving the berth or harbor (including shifting berth).

Other outbound vessels must send an SP 1 hour before leaving the berth or harbor (including shifting berth).

The departure SP should be formatted, as follows:

Designator	Information Required
A1	Vessel name and call sign.
D	Position.
O	Maximum draft.
J	Pilot requested or not.
I	Destination.
K	Point of exit from VTS area.
P	Details of any dangerous cargo.
W	Total number of passengers (only for passenger vessels).

Szczecin VTS broadcasts bulletins on VHF channel 13 in Polish (and in English on request) at 0533, 1133, 1733, and 2333. The bulletins include information relevant to the safe passage of ships through the entire VTS area. Both Swinoujscie VTS and Szczecin VTS will provide traffic information for the fairway on VHF channel 13, on request.

Caution.—During bad weather, the topmarks of the buoys in the vicinity of Oder Bank may be missing and the lights extinguished.

Vessels should keep close to the range alignment of the inner approach channel in order to remain within the dredged section.

Fishing nets may extend up to 3 miles from the shore to the W of the harbor entrance.

Several wrecks and foul patches lie in the approaches to the port and may best be seen on the chart.

Vessels should not approach within 20m of the E breakwater at a point about 120m S of the head as the old breakwater foundation projects into the channel.

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Swinoujscie (53˚55'N., 14˚16'E.)

World Port Index No. 28820

9.16 Swinoujscie is the outport for Szczecin and lies at the mouth of the Rzeka Swina. It is a major port, a harbor of refuge, an important naval base, and a deep-sea fishing center. The entrance to the river, which is protected by breakwaters, is the central of three mouths of the Rzecka Odra.

Winds—Weather.—Strong NE winds cause heavy seas in the roadstead off the port.

Ice.—The mouth of the river is generally free of ice and icebreakers keep the port open.

Tides—Currents.—The strength of the current depends on the wind force. Off the entrance to the port, E and W winds cause a set across the entrance. Light winds, from any direction, usually cause an outgoing current between the breakwaters. Strong N and NW winds cause an inward current which may attain rates of up to 4 knots during heavy rainfall or after a calm. The water level may rise or fall about 0.6m from the mean level. Storms from the NE raise the level about 2m and storms from the S lower it about 1m, but these maximum fluctuations are uncommon.

Depths—Limitations.—Vessels up to 250m in length and 12.8m draft can be accommodated at Swinoujscie.

The principal berths are shown in the following table:

Berthing Facilities—Swinoujscie			
Quay	**Length**	**Max. draft**	**Designation**
Portowcow	216m	10.6m	Bulk/general
Gornikow	260m	12.8m	Coal
Wladyslawa IV	554m	10.0m	Lighterage or lay-by berth
Chemikow	282m	12.8m	Bulk
Hutnikow	330m	12.8m	Ore/general

There is also a ferry terminal consisting of five quays, 130 to 206m long. It is used by ro-ro, cruise, and passenger ferry vessels with drafts up to 7m.

Pilotage.—See Pilotage under Approach to Swinoujscie in paragraph 9.15.

Regulations.—Vessels navigating in the approaches over 160m in length or over 7.32m draft are deemed to be constrained in their ability to maneuver and should display the appropriate shapes and lights.

All loaded and empty tankers, not degassed after carrying dangerous cargo, should send an ETA message 24 hours in advance of arrival to the Swinoujscie VTS. The message should include the date of validity of the Civil Liability Certificate and the Master's declaration of full maneuverability of the vessel. An ETA confirmation message should also be sent 6 hours in advance.

All vessels carrying dangerous cargo, other than tankers, should send an ETA message 24 hours in advance of arrival to the Swinoujscie VTS. Vessels should also provide the Harbormaster or Swinoujscie VTS Center with a document of compliance with special requirements for ships carrying dangerous cargo and a stowage plan or dangerous goods manifest.

A speed limit of 8 knots is enforced in the roadstead for large vessels and a limit of 12 knots is enforced for vessels with drafts less than 3m.

See Regulations under Approach to Swinoujscie in paragraph 9.15.

Anchorage.—Anchorage can be taken in six designated areas which may best be seen on the chart.

Anchorage Area No. 1A lies E of the entrance channel and can be used by vessels with a maximum draft of 7m.

Anchorage Area No. 1B lies W of the entrance channel and can be used by vessels with a maximum draft of 6m.

Anchorage Area No. 2A lies E of the Lighted Buoy N5 and can be used by vessels with a maximum draft of 9.5m.

Anchorage Area No. 2B lies S of and adjacent to area No. 2A and can be used by vessels with a maximum draft of 11m.

The quarantine anchorage lies close N of area No. 2B and can be used by vessels with a maximum draft of 10m.

Anchorage Area No. 3 lies 3 miles NNW of the Lighted Buoy N2 and can be used by vessels with a maximum draft of 12.8m.

Caution.—Anchorage is prohibited within 0.2 mile on either side of the entrance range line and in the vicinity of the remains of a wreck, with a depth of 10.5m depth, lying about 4.5 miles NNE of Swinoujscie E breakwater head.

A power cable, with an overhead clearance of 64m, spans the channel in the vicinity of the port.

Ferries cross the river at a point about 0.7 mile SW of the main light.

Approach to Szczecin

9.17 Szczecin is approached from Swinoujscie through a dredged channel, 37 miles long and 90m wide. The channel is marked by lighted beacons and lighted buoys, and indicated by lighted ranges. The fairway has depths of 9.5 to 10.5m, but requires periodic dredging.

Mielinski Kanal (53˚54'N., 14˚15'E.) and Piastowski Kanal (53˚50'N., 14˚19'E.) form the channel between Swinoujscie and Wielki Zalew, the inland sea.

Mielino Island (53˚53'N., 14˚17'E.) forms the E side of Mielinski Kanal. The Stara Swina (53˚52'N., 14˚17'E.) flows E of this island and forms the S side of Wolin (53˚54'N., 14˚21'E.).

Zalew Szczecinski, an inland sea, has depths of 2.7 to 9.6m. The dredged channel which leads from Piastowski Kanal to Roztoka Odrzanska (53˚39'N., 14˚35'E.), 11 miles SE, is 119m wide, but is subject to silting. Wielki Zalew is the E part of Zalew Szczecinski and is known to the Germans as Stettiner Haff. Kleines Haff is the W part of Zalew Szczecinski.

Zalew Szczecinski lies within the delta of the Rzeka Odra and flows into the Baltic Sea through three branches; Peenestrom flows from Kleines Haff, Rzeka Swina discharges at Swinoujscie, and Rzeka Dziwna discharges E of the island of Wolin. The water within Zalew Szczecinski is salty, especially in the NW part, but it becomes fresh in the vicinity of Roztoka Odrzanska.

Wolin Island (53˚55'N., 14˚30'E.) extends ENE between Swinoujscie and the Dziwna River (54˚02'N., 14˚44'E.). It is sandy and wooded.

Lubin (53˚52'N., 14˚26'E.), in the NE part of Wielki Zatew, and Wolin (53˚51'N., 14˚36'E.), in the W part, are both small and shallow ports. The narrow fairways leading to these harbors are marked by buoys and indicated by lighted ranges.

Chelminek (53˚41'N., 14˚32'E.), an artificial island, lies in the entrance to Roztoka Odrzanska and regulates the current. The main approach channel leading to Szczecin passes W of this island. Secondary channels lead to **Stepnica** (53˚39'N., 14˚38'E.) and **Trzebiez** (53˚40'N., 14˚31'E.), both local harbors lying at the E and NW sides of Roztoka Odrzanska, which are used by fishing vessels, pleasure craft, and small ferries. A church stands 0.3 mile NNE of the harbor at Stepnica and is prominent when viewed from the channel in the bay.

Police (53˚34'N., 14˚34'E.), a local harbor, has a large chemical plant for fertilizers. Mijanka Quay, with a depth of 10m alongside, can handle vessels of up to 140m in length and 8.4m draft. Barkowe Quay, with a depth of 4.5m alongside, can handle vessels of up to 75m in length, 12m beam, and 4m draft. Sea Port Quay is 415m long and can accommodate vessels with a maximum draft of 9.15m.

Kanal Inski Nurt, entered 2 miles SE of Police at the E side of the river, connects with Jezioro Dabie, an extensive lake with depths up to 3.5m.

Winds—Weather.—The water level in Zalew Szczecinski rises and falls about 0.4m, respectively, with N and S winds.

Ice.—Ice forms earlier in the inland sea than in the various reaches of the channel. During the ice period, which averages about 60 days, vessels are accompanied by icebreakers and tugs as wind-driven ice can set then onto the shoals.

Anchorage.—Anchorage can be taken within an area, marked by buoys, lying in Wielki Zalew, on the NE side of the fairway. This area extends NE and NW of Brama Tower No. 2 and may best be seen on the chart. It is limited to vessels of up to 200m length and 4.9m draft.

Anchorage can also be taken by vessels of up to 100m in length and 4.6m draft in an area lying NE of the fairway channel, close NW of Chelminek Island.

Anchorage can be taken by vessels of up to 180m in length and 5.2m draft in an area lying E of the fairway and centered 0.5 mile S of Mankow Front Range Light (53˚37'N., 14˚36'E.).

Anchorage can be taken by vessels of up to 100m in length and 6.1m draft in an area lying close W of the fairway, l.5 miles N of Police.

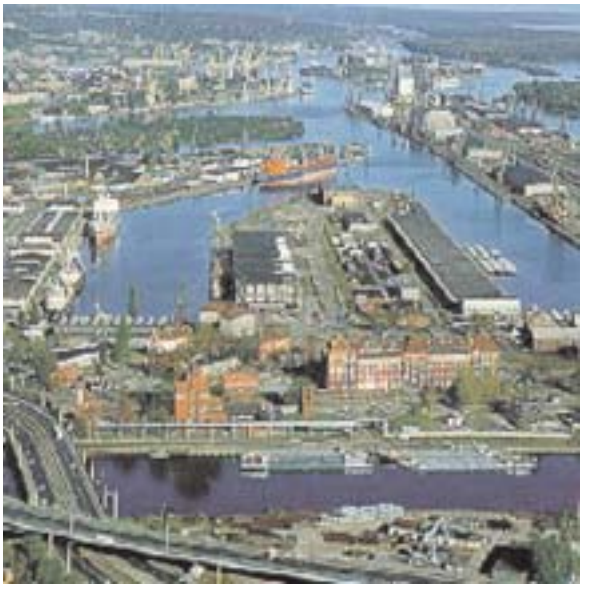
Anchorage can be taken by vessels of up to 8.5m draft in an area lying close SW of the fairway at Police. Anchorage can also be taken by vessels of up to 100m in length and 4.9m draft in an area lying close E of the fairway, in the entrance to Kanal Inski Nurt.

Caution.—An overhead cable, with a vertical clearance of 55m, spans the channel close N of Kanal Inski Nurt.

Numerous fishing nets are laid in Zalew Szczecinski and vessels should stay within the marked fairway channels.

A submarine gas pipeline extends across the fairway about 3 miles N of Police.

Szczecin



Szczecin

Szczecin (Stettin) (53˚24'N., 14˚32'E.)

World Port Index No. 28823

9.18 Szczecin lies 35 miles from the Baltic Sea and stands on both sides of the Odra River. It is a major maritime outlet for the Silesian industrial region of SW Poland and is connected to an extensive inland waterway system. The port also serves as an important shipbuilding and ship repair center.

Winds—Weather.—Winds from between NW and NE raise the water level and winds from between the SW and SE lower it. The level may vary by as much as 1.5m from the mean.

Depths—Limitations.—Vessels up to a maximum length of 210m and a maximum salt water draft of 9.15m can be

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accommodated at Szczecin. The maximum length of vessels permitted to enter may be increased to 210m with a reduction in maximum draft to 8.15m.

The relationship between permissible lengths, beams, and fresh water drafts for vessels over 160m in length is shown in the following table:

	Maximum beam		
	25m	28m	31m
Length	**Maximum fresh water draft**		
160-176m	8.99m	8.84m	8.69m
176-186m	8.76m	8.61m	8.46m
186-196m	8.61m	8.46m	8.31m
196-210m	8.46m	8.31m	8.15m

The port has over 10 miles of total quayage. The main commercial facilities include 6,900m of total berthage, with depths of 6 to 10m alongside, and terminals for the handling of general and bulk cargo.

The principal berths are shown in the following table:

Berthing Facilities—Szczecin			
Quay	**Length**	**Max. draft**	**Designation**
Katowickie	435m	8.1-9.0m	Coal/bulk
Chorzowskie	290m	8.6-9.1m	Coal/ore
Parnica	320m	1.7-5.7m	Bulk
Gliwickie	260m	9.15m	Bulk/general
Bytomskie	343m	9.15m	Bulk
Pirs	188m	9.15m	Coal
Tasmowiec	185m	8.3m	Coal
Walbrzyskie	270m	8.4-8.7m	Coal
Gornoslaskie	282m	9.15m	Bulk/general
Huk	268m	5.9-7.7m	Bulk/timber
Noteckie	283m	4.0-6.3m	Timber
Regalica	220m	6.3m	Timber/bulk
Zbozowe	220m	9.15m	Grain
Czeskie	375m	9.15m	General
Slowackie	565m	8.9-9.15m	General
Belgijskie	240m	8.2-8.4m	General
Holenderskie	161m	7.4m	General
Luksemburskie	53m	9.15m	Lay-by berth
Rosyjskie	323m	4.3-7.6m	General
Starowka	800m	5.7m	General
Angielskie	165m	9.15m	General
Bulgarskie	1,232m	4.9-8.8m	Food/ bulk
Polskie	260m	8.7-9.15m	General
Rumunskie	600m	5.9-6.9m	General
Wegierskie	592m	8.6-9.15m	General
Greckie	627m	5.5-6.1m	Anchorage for ships and barges
Tureckie	100m	4.6m	Lay-by berth
Egipskie	100m	5.5-5.8m	Lay-by berth
Albanskie	89m	6.3-6.9m	General
Jugoslowianskie	95m	6.1-7.7m	General

Pilotage.—See Pilotage under Approach to Swinoujscie in paragraph 9.15.

Regulations.—Vessels over 180m in length or over 9m maximum draft may enter or leave the port during daylight only and in a visibility of at least 2 miles.

All loaded and empty tankers, not degassed after carrying dangerous cargo, should send an ETA message 24 hours in advance of arrival to Swinoujscie VTS and Szczecin VTS. The message should include the date of validity of the Civil Liability Certificate and the Master's declaration of full maneuverability of the vessel. An ETA confirmation message should also be sent 12 hours in advance.

All vessels carrying dangerous cargo, other than tankers, should send an ETA message 24 hours in advance of arrival to the Swinoujscie VTS Center and the Szczecin VTS Center. Vessels should also provide the Harbormaster at Swinoujscie and the Harbormaster at Szczecin with a document of compliance with special requirements for ships carrying dangerous cargo and a stowage plan or dangerous goods manifest.

See Regulations under Approach to Swinoujscie in paragraph 9.15.

Caution.—Several submarine cables cross the channel and may best be seen on the chart.

Navigation is prohibited within Oder Zachodnia, the W branch of the river, and in the vicinity of the shipyards, except for authorized vessels.

Zatoka Pomorska to Rozewie

9.19 Rzeka Dziwna (54˚01'N., 14˚44'E.) is entered 17 miles ENE of Swinoujscie. Dziwnow Dolny, a small fishing harbor, lies on the N bank of the river mouth. An outer approach lighted buoy is moored about 2.3 miles NW of the river entrance and the channel is indicated by a lighted range.

A conspicuous church stands in the resort of Dziwnow Gorny, 2.3 miles E of the river entrance. A narrow and shallow channel leads from the river entrance to Wolin, 12 miles SSW.

The coast between Rzeka Dziwna and Rosewie, 136 miles distant, is uniform and consists of sand dunes. Numerous coastal lakes lie beyond these dunes and are connected to the Baltic Sea by shallow rivers. The coast between Rzeka Dziwna

and Kolobrzeg, 31 miles ENE, is wooded in many places and several resorts are situated along the shore.

Tides—Currents.—Onshore winds can cause a considerable current along this section of the coast. Vessels navigating up to 6 miles offshore and steering courses parallel to the coast have reported encountering a S set.

Caution.—During the period 15 March to 15 June annually, numerous fishing vessels, with drift nets, may be encountered within 15 miles of the coast between longitudes 15˚E and 18˚E.

Several dangerous wrecks lie off this stretch of the coast and may best be seen in the chart.

9.20 Niechorze (54˚06'N., 15˚04'E.), a summer resort, is situated 13 miles ENE of Rzeka Dziwna. A main light is shown from a conspicuous tower with a dwelling, 45m high, standing on the foreshore.

Niechorze Light

Several local churches in the area are prominent from seaward. A conspicuous church stands near the shore at Trzesacz, a resort, situated 3 miles WSW of Niechorze. Churches, each with a prominent tower, stand at Trzebiatow and Sadlno which are situated inland 7.5 miles ESE and 4.2 miles SE, respectively, of Niechorze.

Rzeka Rega (54˚09'N., 15˚17'E.) enters the sea 8.5 miles ENE of Niechorze. Mrzezyno and Glebokie, both summer resorts, are fronted by small fishing harbors and lie on the E and W banks, respectively, of the river mouth. The church in Mrzezyno has a pointed tower and is conspicuous from offshore.

Prominent churches also stand at Sieradowo and Korzyslno which are situated 4.5 miles ESE and 8 miles E, respectively, of the river mouth.

Dzwirzyno, a resort, is fronted by a small fishing harbor. It lies at the mouth of Kanal Resko, 4 miles ENE of Rzeka Rega. A beacon stands near the shore about 0.5 mile E of the entrance.

9.21 Kolobrzeg (Kolberg) (54˚11'N., 15˚33'E.) (World Port Index No. 28800), a loading place and fishing center, lies at the mouth of the Parseta River. This river discharges into the Baltic Sea, 10 miles ENE of the Rzeka Rega.

Ice.—Ice usually does not constitute an obstacle to shipping in the vicinity of the port. Freezing may occur during January, but for only about one week. During severe winters with onshore winds, the harbor is sometimes closed by drift ice, but it clears out quickly with offshore winds.

Tides—Currents.—The coastal currents set E or W across the harbor entrance, depending on the wind direction. They attain rates of 3 knots during prolonged periods of stormy weather. The river current sets outward at a rate of about 1 knot and reaches a rate of 3 knots after continuous rainfalls. The water level generally varies up to about 0.3m above and below the mean level. Gales from the N raise the level as much as 1m and gales from the S lower it an equal amount.

Depths—Limitations.—There is a total of 2500m of berthage, with depths of 2 to 6m alongside. Generally, vessels are restricted to a maximum length of 75m, a maximum beam of 13m, and a maximum draft of 4.7m. Vessels up to 2,000 dwt have been accommodated in the harbor.

Aspect.—A main light is shown from a prominent tower, 30m high, standing near the root of the E breakwater.

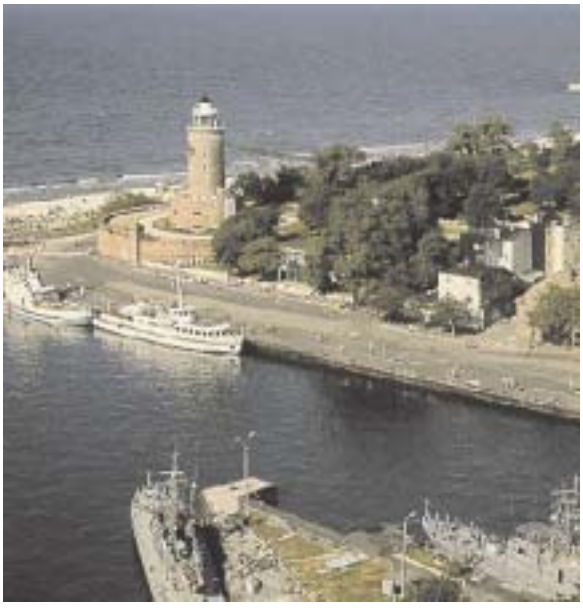
Conspicuous landmarks include Kolobrzeg Cathedral, with its truncated tower, standing 1 mile SSE of the head of the E breakwater; a grain elevator standing on the E side of the harbor; and a six-storied building situated in the vicinity of the harbor. Prominent landmarks include an old fort which is formed by a circular structure and surmounted by a lighthouse; a barrack-like hotel situated close SE of the fort; and two pointed towers standing 0.2 mile E of the hotel.

An outer approach lighted buoy is moored about 2.7 miles NNW of the harbor entrance.

Kolobrzeg Entrance

Pilotage.—Pilotage is compulsory for vessels over 150 grt. Requests for pilotage should be sent at least 1 hour before arrival. Pilots may be contacted by VHF and board about 0.5 mile N of the harbor entrance.

Anchorage.—The best anchorage berth is in depths of 12 to 14m with the church at Trzebiatow (54˚04'N., 15˚16'E.) bearing 228˚. At night, anchorage may be obtained, in a depth of 12m, with the main light bearing 133˚.



Kolobrzeg Light

Caution.—Vessels should not attempt to enter the harbor when heavy gales raise a sea in the entrance.

Attention should be paid to the current which sets across the harbor entrance; vessels should exercise care in order to avoid a sheer.

Several wrecks lie in the approaches to the port and may best be seen on the chart.

It is reported that prolonged stormy weather may cause silting within the port.

Anchoring and fishing are prohibited in an area, the limits of which are shown on the chart, lying centered 9 miles N of the harbor entrance.

A submarine cable extends seaward in a NW direction from the vicinity of the harbor.

9.22 The coast between Kolobrzeg and Darlowo, 34 miles ENE, is mostly low and sandy. It is backed by wooded spurs in places and by two large lakes in the vicinity of Darlowo. Several shallow streams lead from these lakes into the sea.

Gaski Light (54˚15'N., 15˚52'E.) is shown from a prominent tower with a dwelling, 15m high, standing on the coast amidst trees, 12 miles ENE of Kolobrzeg. A conspicuous church, with a spire, is situated near the foreshore, 3 miles E of the light.

A densely-wooded and prominent hill stands 5.5 miles inland, 12.5 miles ESE of Gaski Light. It rises to a height of about 140m and is surmounted by a lookout tower, 10m high, and a conspicuous monument.

Mielno (54˚15'N., 16˚03'E.), a coastal summer resort, lies 7.5 miles E of Gaski Tower. A dangerous wreck, marked by buoy, lies about 1.7 miles offshore, 9.5 miles NE of this resort.

Caution.—Several submarine cables extend seaward in a NW direction from the vicinity of Mielno and may be seen on the chart.

Gaski Light

9.23 Darlowo (Rugenwalde) (54˚26'N., 16˚25'E.) (World Port Index No. 28790), a small harbor, lies at the mouth of the Wieprza River. It consists of several basins and is protected by two breakwaters.

Ice.—During normal winters, the river current keeps the harbor clear of ice. In severe freezing, ice usually forms in the roadstead or following N winds, blocks the harbor entrance. This can occur between the middle of February and the middle of March.

Tides—Currents.—The coastal currents set NE and SW across the harbor entrance, depending on the wind direction. With storms blowing parallel to the coast, these currents attain rates of 2 to 3 knots. Winds from between S and SE usually produce only a weak current. The river current depends on the wind and the water level, and usually flows outward. In the spring and during a thaw, the river current attains a rate of 4 knots. The water level usually varies up to 0.2m below and above the mean level. Gales from the N raise the water level as much as 1.5m and gales from the S lower it as much as 0.6m.

Depths—Limitations.—The harbor entrance is 38m wide and has a depth of 7m. A drawbridge spans the channel close inside the river mouth and has an opening, 14.9m wide.

There is 1,100m of total quayage with a depth of 4.5m alongside. Vessels are restricted to a maximum length of 75m and a maximum draft of 4m. The harbor is mostly used by coasters and fishing vessels. Vessels of up to 1,500 dwt have been accommodated in the harbor.

Aspect.—A main light is shown from a prominent tower, 21m high, standing near the root of the NE breakwater. A conspicuous church, with a pointed turret, stands 1.7 miles ENE of the light. Several prominent buildings and a grain elevator are situated near the harbor and may be identified from seaward. A prominent observation tower stands 0.5 mile W of the harbor.

Pilotage.—Pilotage is compulsory for all vessels over 150 grt. Pilots are available between 0600 and 2200; vessels must send an ETA at least 2 hours in advance. Pilots may be

Darlowo Light

contacted by VHF and board in the roadstead off the harbor entrance.

Anchorage.—Anchorage can be taken, in a depth of 16m within the roadstead, about 1.5 miles NW of the main light.

Caution.—Vessels should not attempt to enter the harbor when strong onshore winds raise a sea in the narrow entrance.

9.24 Jaroslawiec (54˚32'N., 16˚33'E.) lies 8.5 miles NE of Darlowo. The coast between is composed of sand dunes which are backed by hilly ranges rising 3 to 5 miles inland. At Jaroslawiec, the coast is formed by steep, white, and partly wooded cliffs. A main light is shown from a prominent tower, 31m high, standing near a dwelling on the top of the cliffs.

A church, with a prominent steeple, stands 1 mile inland, about 2 miles SW of the light.

From Jaroslawiec, the coast extends 11.5 miles ENE to Ustka and is mostly composed of high sand dunes. It is partly wooded and backed, in places, by lakes. Several high hills and church steeples are situated inland and are visible from seaward.

Stolpe Bank (54˚55'N., 16˚39'E.), an extensive bank, is known as Lawica Slupska to the Poles. It has a least depth of 7.8m and lies centered 24 miles NNE of Jaroslawiec Light.

9.25 Ustka (Stolpmunde) (54˚35'N., 16˚51'E.) (World Port Index No. 28770), a small commercial harbor, lies at the mouth of the Slupia River. It consists of several basins and is protected by two breakwaters, about 320m long, which extend almost parallel to each other.

Ice.—During normal winters, the port usually remains open, but drift ice may be carried into the harbor by offshore winds. In severe winters, ice may form for 2 to 3 weeks, but swells break it up and the outgoing river current quickly clears the harbor.

Tides—Currents.—The coastal currents set E or W across the entrance, depending on the wind direction. They attain rates of up to 2 knots with stormy weather. The outgoing river current is noticeable with offshore winds, and during spring thaws may attain a rate of 3 to 4 knots. Gales from between NW and NE raise the water level by about 1m; gales from between SW and SE lower it by about 1m.

Depths—Limitations.—There are depths of 5.5m in the entrance channel, which is 40m wide, and 4 to 5.2m in the river. Concrete quays line the river banks and provide 2.500m of berthage. The harbor is mostly used by coasters and fishing vessels. During normal weather conditions, vessels up to 58m in length, 11.5m beam, and 4.5m draft can be accommodated.

Aspect.—A main light is shown from a conspicuous stone building with an octagonal tower, 22m high, standing near the root of the E breakwater. A beacon stands 2.5 miles WSW of the light. A conspicuous church, with a slender spire, stands 0.4 mile SSE of the light. Several chimneys and buildings stand on the E side of the harbor and are visible from seaward.

Ustka Light

Pilotage.—Pilotage is compulsory for vessels over 150 grt, vessels 40m in length and over, and all vessels carrying dangerous cargo. Pilots are available from 0600 to 2200; vessels should send a request for pilotage and an ETA at least 2 hours in advance. Pilots may be contacted by VHF and board about 1 mile NW of the harbor entrance.

Anchorage.—Anchorage can be taken in depths, of 12 to 14m, between 0.5 mile and l.3 miles NW of the breakwaters.

Caution.—It is inadvisable to attempt to enter the harbor with fresh to strong onshore winds as the heavy seas and coastal current tend to set vessels onto the breakwaters.

9.26 Rowek (Rowy) (54˚40'N., 17˚03'E.), a summer resort and fishing center, lies at the mouth of the Lubawa River, 8.5 miles NE of Ustka. The coast between Ustka and this resort consists of high dunes. The harbor is used by small craft and local knowledge is required. The harbor entrance is 12m wide and is indicated by a lighted range. A rocky patch, with a least depth of 4m, lies off the harbor entrance and is marked by a buoy. Several fishing craft, with nets and lines, may generally be encountered in the vicinity of this rocky patch. A power cable spans the entrance fairway and restricts vessels to an airdraft of 6.8m.

Czolpino (54˚43'N., 17˚15'E.) is located 6.7 miles NE of Rowek. A main light is shown from a prominent tower, 25m high, standing on a high sand dune, about 0.5 mile from the shore.

A conspicuous hill, 115m high, stands 3.7 miles SSW of the light and is surmounted by a beacon.

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Leba (54˚46'N., 17˚33'E.), a shallow harbor, lies at the mouth of the Leba River, 11 miles ENE of Czolpino. This river forms the outlet for a lake which lies about 1 mile to the W. The harbor, formed by two moles, has an entrance 30m wide and is subject to silting. It is used by small craft and fishing boats with local knowledge. An outer approach lighted buoy is moored about 1 mile NNE of the entrance.

A church, standing in the town, and a castle, standing on a dune close E of the harbor, are prominent from seaward.

Stilo Light (54˚47'N., 17˚44'E.) is shown from a conspicuous tower, 33m high, standing on the summit of a sand dune ridge, 0.5 mile inland and 6.5 miles ENE of Leba. A tower, 13m high, stands near the coast to the N of this light.

A stranded wreck lies close offshore, about 2 miles W of Stilo Light.

It was reported that several lighted dolphins are situated about 4 miles ENE of Stillo Light and extend up to 0.4 mile offshore.

Stilo Light

Rozewie Light

The coast extends 21 miles E from Stilo Light to Rozewie. It is wooded with beacons marking several of the higher sand dunes. A prominent church, with two towers, stands at Zarnowiec which is situated 2.3 miles inland and 11 miles E of Stilo Light.

9.27 Rozewie (54˚50'N., 18˚21'E.), 54m high, is a precipitous headland. A main light is shown from a prominent tower, 29m high, standing on this headland. A disused light tower is situated close WNW of the light. Two prominent mills are situated about 1 mile SW of the light.

Rozewie Cap Oil Field (55˚29'N., 18˚11'E.) lies about 40 miles N of Rozewie Light. It is reported (2000) that three platforms, equipped with racons, stand in the vicinity of this oil field.

Caution.—It is reported (2002) that a submarine pipeline is being constructed between Rozewie Cap Oil Field and Wladyslawowo, 42 miles SSE.

Gulf of Gdansk

9.28 The Gulf of Gdansk (Zatoka Gdanska), formerly known as the Gulf of Danzig, lies between Rozewie and Mys Taran, 57 miles E.

Ice.—Ice in the gulf appears in the latter half of December or in January, and usually clears about the middle of March. The harbors lying in the gulf are only rendered difficult to enter because of ice in very severe winters.

Tides—Currents.—The currents in the gulf depend largely on the strength and direction of the winds. In calm conditions, a weak current usually flows NW along the coast.

The water level in the gulf may vary by as much as 1m. Strong S winds cause the level to fall and strong N winds cause it to rise.

Regulations.—A Vessel Traffic Service and Reporting (VTS) system has been established in the approaches to the gulf.

All vessels of 50m in length and over bound for Gdansk and all vessels over 60m in length bound for Gdynia must report by VHF to the Harbormaster at their port of destination when approaching and passing latitude 54˚45'N. The working languages are English and Polish. Gdansk Harbormaster may be contacted on VHF channel 14 and Gdynia Harbormaster may be contacted on VHF channel 12.

The message must be preceded by the code word REPHEL (abbreviation of Repline Hel) and is formatted, as follows:

Designator	Information Required
A	REPHEL.
B	Vessel name and call sign.
C	Date and time (GMT) of report (6 digits with suffix ZULU).
E	Position (lat and long in two 4-digit groups suffixed N and E).
I	Destination and ETA (as in C).
L	Other information (see below).
L1	General type and quantity of cargo.
L2	Type and amount of dangerous cargo.

Return to paragraph: 9.34 9.35

Designator	Information Required
L3	Draft (in meters).
L5	Any deficiencies.

The above vessels must obtain permission from the respective Harbormasters prior to entering the roadstead of either port.

Both VTS Gdansk and VTS Gydinia control all navigation within the vicinity of the anchorage areas.

The Gdansk VTS Area is bounded by the following positions:

a. 54˚24.8'N, 18˚39.7'E.
b. 54˚27.6'N, 18˚36.7'E.
c. 54˚31.5'N, 18˚46.2'E.
d. 54˚32.0'N, 18˚48.2'E. (Lighted Buoy GN).
e. 54˚26.6'N, 18˚57.8'E. (Lighted Buoy ZS).
f. 54˚26.1'N, 18˚59.7'E.
g. 54˚24.0.'N, 18˚54.0'E.
h. 54˚24.0.'N, 18˚46.9'E.
i. 54˚23.7.'N, 18˚43.1'E. (ore terminal).

The Gdynia VTS Area is bounded by the following positions:

a. 54˚32.4'N, 18˚33.9'E. (N entrance light).
b. 54˚35.0'N, 18˚45.0'E.
c. 54˚32.0'N, 18˚48.2'E. (Lighted Buoy GN).
d. 54˚31.5'N, 18˚46.2'E.
e. 54˚27.6'N, 18˚36.7'E.
f. 54˚31.2'N, 18˚33.7'E. (S entrance light).

All ocean-going vessels entering or departing from the above VTS areas must report to the respective port Harbormasters.

Information broadcasts are made on VHF channel 26 and include weather reports, ice conditions, and navigation warnings. In addition, Gdansk VTS and Gdynia VTS traffic centers will provide information on request on the Repline Hel VHF working channels.

Directions.—A mandatory Traffic Separation Scheme (TSS), which may best be seen on the chart, has been established within the Gulf of Gdansk for vessels proceeding to and from ports on the SW side. This scheme is not IMO-adopted, but the Polish authorities advise that the principles for the use of routing systems, as defined in Rule 10 (72 COLREGS), apply.

If bound for Nowy Port, Gdansk, or Gdynia, vessels should steer for the HEL Lighted Buoy (54˚36'N., 18˚58'E.) which marks the outer end of the TSS. Vessels should then steer a course of 236˚ and proceed SW for 7 miles in the inward bound traffic lane to the GN Lighted Buoy.

If bound for Gdynia, vessels should steer a course of 271˚ from the GN Lighted Buoy toward the GD Lighted Buoy, moored 4.5 miles W, where the pilot embarks.

If bound for Nowy Port or Gdansk, vessels should steer a course of 221˚ from the GN Lighted Buoy for 5.2 miles to the NP Lighted Buoy. Vessels should then steer into the approach channel for the port or, if directed, proceed to the anchorage area.

Vessels bound for Port Polnocny should steer for the ZN Lighted Buoy (54˚43'N., 19˚11'E.) which marks the outer end of the TSS. They should then steer a course of 205˚ and proceed for 18 miles in the inward bound traffic lane to the ZS Lighted Buoy. Vessels should then steer a course of 253˚ and proceed in the inward bound traffic lane to the vicinity of the PP Lighted Buoy (54˚26'N., 18˚54'E.). Unless proceeding to the anchorage, vessels should steer a course of 253˚ and proceed to the vicinity of the CP Lighted Buoy, moored 2 miles WSW. They should then steer a course of 253˚ for 4 miles and pass through the dredged channel leading to the harbor.

A lighted buoy is moored about 0.3 mile S of the GP Lighted Buoy and marks a shoal, with a least depth of 11m.

Two-way traffic lanes join the route described above between the GN Lighted Buoy and the ZS Lighted Buoy, and between the GD Lighted Buoy and the NP Lighted Buoy. Vessels transiting between the approaches to Gdynia and the approaches to Gdansk should use these lanes or navigate in the main traffic lanes of the TSS.

Caution.—Former mine danger areas, in which vessels are cautioned against anchoring or fishing, lie within the Gulf of Gdansk and may best be seen on the chart. For additional information concerning mine danger areas, see Pub. 140 Sailing Directions (Planning Guide) North Atlantic Ocean, Baltic Sea, North Sea, and the Mediterranean Sea.

Oil platforms and associated installations may be encountered in the approaches and off the shores of the gulf.

Numerous fishing craft may be encountered in the gulf during the spring and autumn.

Vessels are cautioned not to rely on floating aids in the approaches to the gulf during ice periods as they may be changed or removed.

9.29 Gulf of Gdansk—Northwest side.—The coast extends SE for 4 miles from Rozewie to the root of the Hel Peninsula (54˚40'N., 18˚45'E.). It then extends S to Gdynia and is irregular and steep. The shore is formed of bare cliffs fronted by a narrow beach.

A conspicuous hill, 68m high, stands 1 mile SE of Rozewie and is surmounted by a tower.

Wladyslawowo (54˚48'N., 18˚25'E.), a small harbor, lies at the root of the Hel Peninsula and is mostly used by fishing vessels. It is protected by two breakwaters, 400m and 700m long, which form an entrance, 70m wide. Vessels of up to 75m in length and 4m draft can be accommodated. There are five wharves, 140 to 300m long, with depths of 4.5 to 5.5m alongside. The entrance channel has a depth of 5m, but is subject to continuous change.

An outer approach lighted buoy is moored about 0.7 mile ENE of the harbor entrance. A prominent church, with a spire, stands in the town and a conspicuous fishery building, with a slender tower, is situated 0.4 mile ESE of it.

9.30 The **Hel Peninsula** (Mierzeja Helska) (54˚40'N., 18˚45'E.) extends for 18 miles and its seaward side is fringed by shoals of hard sand and fronted by a narrow beach.

A conspicuous church, with a spire, stands at Kuznicka, 7.2 miles SE of Wladyslawowo. Another conspicuous church, with a tower and a cupola, stands at Jastarnia, 11 miles SE of Wladyslawowo.

Jastarnia Light (54˚42'N., 18˚41'E.) is shown from a prominent tower, 13m high, standing 0.5 mile SE of the

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church. It is reported that another prominent tower stands close NW of the light.

On the seaward side of the peninsula, a line of wooded dunes extends along the whole length. From the vicinity of Jastarnia, a dense forest extends to the SE end.

Hel Light (54˚36'N., 18˚49'E.) is shown from a prominent tower, 38m high, standing close to the S extremity of the peninsula. Several deviation beacons, for the adjustment of compasses, are situated in the vicinity of the light.

Hel Light

9.31 Hel (54˚36'N., 18˚48'E.), a fishing harbor and summer resort, lies on the W side of the S extremity of the peninsula. The outer part of the harbor is formed by two breakwaters and is sheltered from N and W winds. The inner part is enclosed by two moles which form an entrance, 50m wide. A small naval harbor lies 1 mile NW of the fishing harbor and is formed by two jetties. Vessels with drafts up to 3.7m can enter Hel. The main quay is 146m long and has a depth of 5m alongside the N end.

Lighted Buoy HL-S is moored close off the S end of the peninsula and marks the edge of the coastal shoal.

Zatoka Pucka forms the NW part of the Gulf of Gdansk. This bay is entered between the S end of the Hel Peninsula and Cypel Oksywski, a bluff, located 9 miles WSW. Several small rivers discharge into the W side of the bay. The outer part of the bay has depths of 12 to 55m which decrease gradually toward the mainland and the head. During onshore storms, excellent anchorage may be obtained, in depths of 11 to 40m, within the bay, but clear of the submarine cables.

Caution.—A restricted area, within which foreign vessels are prohibited, lies E and N of Hel Light. It extends up to 2.7 miles offshore and may best be seen on the chart.

Several submarine cables extend across the entrance to Zatoka Pucka and may be best seen on the chart.

Numerous wrecks, obstructions, and foul patches lie in Zatoka Pucka and may be best seen on the chart.

Several protected fish spawning areas lie in Zatoka Pucka and may best be seen on the chart.

Several buoys are periodically moored across the entrance to Zatoka Pucka; they are for fishery purposes and have no navigational significance.

A measured distance, marked by beacons and buoys, lies off the S side of the peninsula, about 2 miles NW of Hel.

It is reported that most of the lighted buoys moored in Zatoka Pucka are removed during the winter.

9.32 Jastarnia (54˚42'N., 18˚41'E.), a small fishing harbor, lies 7.5 miles NW of Hel Light. It is approached through a channel, marked by a lighted range, and entered through an entrance, 60m wide. An outer approach lighted buoy is moored about 1 mile S of the harbor entrance and a lighted beacon stands on the W side of the fairway. The harbor has general depths of 4.5 to 5m and there are depths of 2.5 to 4.4m alongside the quays.

Kuznica (54˚44'N., 18˚35'E.), a small and shallow fishing harbor, lies 4 miles NW of Jastarnia. It is approached through a channel indicated by a lighted range. An outer approach lighted buoy is moored about 1 mile SE of the harbor entrance. A buoy is moored about 3 miles SE of the harbor entrance and marks the W edge of the coastal shoal in this vicinity.

Puck (54˚44'N., 18˚25'E.), a small and shallow harbor, lies on the NW side of Zatoka Pucka, opposite Kuznica. It is used by fishing boats and pleasure craft. A buoyed channel, with a depth of 3m, leads across the shoals lying in the approaches. A church standing in Puck has a prominent tower which is visible from all parts of the bay. Another church situated at Swarzewo, 2.3 miles N of Puck, has a prominent spire that can be easily identified.

A beacon stands on Cypel Rzucewski, a wooded point, located 2.7 miles SE of Puck. A castle, with a conspicuous tower rising above the woods, and the conspicuous chimney of a brickworks stand close S of the beacon.

Cypel Rewski, a narrow tongue of land, extends 0.8 mile NNE from a point located 4 miles SSE of Cypel Rzucewski. Rybitwia Mielizna, a drying shoal, extends 4.5 miles SW from a point located close S of Kuznica. A channel leads between this narrow tongue of land and the S end of the shoal.

Cypel Oksywski, a bluff, forms the W entrance point of the bay. It is located 6 miles SSE of Cypel Rewski and also forms the N entrance point of Gdynia.

Gdynia (54˚32'N., 18˚33'E.)

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9.33 Gdynia, a large port, lies in the SW part of the Gulf of Gdansk and has extensive shipbuilding facilities. It also serves as a transshipment center for inland cargoes. The harbor extends 2 miles S of Cypel Oksywski and is fronted by a detached breakwater, 1.5 miles long. It is sheltered from NW seas and winds by the Hel Peninsula. Three openings in the breakwater provide entrances into the outer part of the harbor.

Ice.—During most winters, the roadstead and the port are usually free of ice. Only during prolonged freezing weather does ice form in the harbor basins. Winds of gale force may sometimes move drift ice from other parts of the bay into the vicinity of the harbor and render navigation difficult. If necessary, icebreakers keep the approach channel and the harbor open. The water level may vary by as much as 0.9m. It is raised by N winds and lowered by S winds.

Tides—Currents.—The tides are not significant. The surface currents depend on the wind direction and a N flow predominates. With N and NE winds, the current flows S and attains rates of up to 2 knots.

Depths—Limitations.—The approach channel is 150m wide and dredged to a depth of 14m. Generally, vessels up to 245m in length and 13m draft can enter the harbor.

The port has 5.8 miles of total commercial quayage with depths of 7.5 to 16m alongside. There are facilities for general cargo, petroleum, bulk, ore, container, passenger, and ro-ro vessels.

In addition, there are extensive repair and building facilities. Generally, vessels of up to 200,000 dwt can be constructed in the port, but vessels of up to 400,000 dwt can be constructed by using sectional building methods.

The principal berths are shown in the table below:

Berthing Facilities—Gdynia		
Quay	**Length**	**Max. draft**
Outer Harbor		
French Wharf	513m	13m
Fuel Base Wharf	250m	10.1m
Port Channel	2,963m	10.3m
Finnish Wharf	208m	9.5m
Yugoslavian Wharf	182m	8.9m
Norwegian Wharf	264m	7.8m
Northern Breakwater	368m	9.5m
South Channel	1,296m	8.1m
Engineer Wharf	252m	7.2m
Iceland Wharf	196m	7.4m
Basin No. I		
Pomeranian Wharf	626m	5.0-6.9m
President Wharf	263m	5.0-7.8m
Cutter Wharf	630m	7.1m
Basin No. II		
English Wharf	662m	7.4-8.5m
Silesian Wharf	467m	8.5m
Basin No. III		
Swedish Wharf	713m	10.5m
Danish Wharf	387m	6.5m
South Pier	112m	7.4m
North Pier	116m	5.7m
Belgian Wharf	118m	6.8m
French Wharf	112m	8.8m
Dutch Wharf	500m	10.8m
Basin No. IV		
Polish Wharf	1,118m	11.2m
Rotterdam Wharf	301m	7.7m
Indian Wharf	1,009m	11.3m
Basin No. V		
U.S. Wharf	819m	8.7m
Czecheslovak Wharf	216m	9.3m
Romanian Wharf	879m	9.7m
Basin No. VI		
Hungarian Wharf	252m	9.4m
Basin No. VII		
Helskie I Wharf	798m	10.4m
Helskie II Wharf	178m	10.4m

Aspect.—The main harbor entrance fairway is marked by lighted buoys and indicated by a lighted range which may best be seen on the chart.

Gdynia Outer Harbor

The low, sandy coast in the vicinity of the port is backed by wooded hills. Prominent landmarks include several radar masts standing close N of the port; the port authority building with a signal tower, 28m high, standing on the S side of the entrance to the inner harbor; a grain elevator standing 0.5 mile W of the signal tower; and a lattice tower standing at the meteorological office, 0.8 mile S of the signal tower. An illuminated cross surmounts a hill, 48m high, which rises about 0.3 mile S of meteorological office. This cross is reported to be visible at night from the entire gulf.

Pilotage.—Pilotage is compulsory for vessels over 60m in length, all oil and gas tankers, all vessels carrying explosives, and all damaged vessels. Pilots can be contacted by VHF and

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Gdynia Inner Harbor

board in the vicinity of the GD Lighted Buoy (54˚32'N., 18˚40'E.), which is moored about 3.5 miles E of the harbor entrance.

Vessels should send a request for pilotage and an ETA 12 hours before arrival. The message should be sent via Gdynia Radio, which will coordinate with the pilot station, and include the vessel's name, grt, length, draft, ETA, and destination. A confirmation message should be sent 2 hours before arrival.

Regulations.—A speed limit of 7 knots is enforced in the roadstead.

In the South Channel, with E winds greater than Force 3, the harbormaster may place restrictions on vessels with lengths greater than 150m.

The N harbor entrance is only for the use of naval vessels.

Compulsory tug requirements are in force for vessels entering the port, as follows:

1. Vessels over 90m in length must employ one tug.
2. Vessels over 131m in length or 8m draft must employ two tugs.
3. Vessels over 166m in length or 9m draft must employ three tugs.
4. Vessels over 200m in length must employ four tugs.
5. An additional tug may be added by the harbor authorities for vessels carrying dangerous and/or inflammable cargo.

For details of the Vessel Traffic Service (VTS) system, see Regulations for the Gulf of Gdansk in paragraph 9.28.

Anchorage.—There are three designated anchorage areas which may best be seen on the chart. Anchorage Area No. 1 is centered about 1 mile E of the breakwater on the S side of the approach fairway. It has depths of 10 to 15m, sand and shells, and can be used by vessels with drafts of less than 9m. Anchorage Area No. 2 lies close E of Anchorage Area No. 1 and can be used by vessels with drafts of 9m and over. Anchorage Area No. 3 is centered about 5 miles E of the breakwater and can be used by tankers.

Caution.—Several submarine cables lie in vicinity of the harbor and may best be seen on the chart.

A spoil ground area, the limits of which are shown on the chart, lies about 5 miles ENE of the harbor entrance and is marked by a lighted buoy.

9.34 Sopot (54˚27'N., 18˚34'E.), a resort, lies 4.5 miles S of Gdynia. A pier fronts the town and extends about 500m seaward. A main light is shown from a tower surmounting a building situated close to the root of the pier. A prominent church, with a pointed tower, stands 0.3 mile SW of the light. A prominent hotel, with a green-roofed cupola, and a prominent tower stand close NW and 0.5 mile SE, respectively, of the root of the pier. Two conspicuous radio masts stand on a hill which rises close N of the town.

Cypel Redlowski, a prominent bluff, is located 2.3 miles N of Sopot. Orlowo, situated 0.7 mile S of the bluff, is fronted by a pier which extends 240m seaward. A conspicuous long building stands on the beach in the vicinity of the pier.

Gora Donas Beacon (54˚28'N., 18˚26'E.) stands on a hill, at an elevation of 206m, about 5 miles WSW of Cypel Redlowski and is prominent from seaward.

Caution.—A restricted area, which may best be seen on the chart, extends up to 1.5 miles from the shore between Gdynia and the vicinity of Gdansk. This area is a fish sanctuary and is closed to normal coastal navigation.

Gdansk (54˚21'N., 18˚40'E.)

World Port Index No. 28710

9.35 Gdansk, an extensive port, includes Nowy Port, the inner harbor area; and Port Polnocny (Northern Port), a bulk and oil terminal. The port lies at the W end of the W branch of the Rzeka Wisla, formerly known as the River Vistula. The W branch is called the Martwa Wisla.

The main port is entered between the W breakwater, which is very short, and the E breakwater which is comparatively long. The town of Nowy Port stands on the SW side of Kanal Portowy, an artificial extension of the river, which now forms the main harbor. The city of Gdansk, known to the Germans as Danzig, is situated on both banks of the river to the S of Nowy Port. Port Gdansk consists of quayed river banks and several basins. It is an extensive shipbuilding and repair center. The port also serves as a transshipment terminal and is connected to the inland waterway system.

Port Polnocny is protected by a main breakwater, which extends about 1 mile ENE from a section of reclaimed land fronting the coast, and a detached breakwater.

Winds—Weather.—The port is sheltered by the shores of the bay and from the prevailing NW and W winds by the Hel Peninsula. A breakwater, situated at the harbor entrance, provides partial protection from rough seas and prevents the movement of silt into the river mouth. Gales from the N can raise a high sea in the entrance, making entry hazardous at times.

Ice.—Prolonged freezing weather accompanied by onshore winds sometimes causes ice to form in the roadstead and off the harbor entrance. Offshore winds quickly move the ice out to sea. Shipping is only hindered during severe winters, but icebreakers keep the channels open unless unusual conditions prevail.

Tides—Currents.—The tidal current is negligible. The surface currents depend on the wind direction. At the entrance, a current flowing W occurs with E winds and a current flowing E occurs with W winds. These currents attain average rates of 1

knot, but have been reported to attain a rate of 2 knots at times. During calm weather, a slight current flowing NW is caused by the Rzeka Wisla entering the gulf. This current always flows seaward, even with a strong NW wind, and attains a rate of less than 1 knot.

The water level may vary as much as 1.6m above and 1.1m below the mean level. A sluice separates the port from the main channel of the river and silting is not a major problem.

Berths—Limitations.—There is 6,600m of total commercial quayage with depths of 6.8 to 15.2m alongside. There are facilities for general cargo, bulk, timber, tanker, passenger, container, and ro-ro vessels. The port is equipped with a new ro-ro floating berth which can operate at every general cargo quay. In addition, there are extensive repair facilities with a floating dry dock. Oil drilling rigs are also serviced here.

The river entrance is limited to vessels up to 225m in length, 30m beam, and 10.2m draft.

Limitations for vessels carrying particular cargoes are as follows:

1. Vessels with bagged goods are limited to a maximum draft of 9.75m and a maximum length of 190m.
2. Tankers carrying liquid fuel are limited to a maximum draft of 9.45m and a maximum length of 180m; tankers carrying edible oils, etc., are limited to a maximum draft of 7.9m and a maximum length of 150m.
3. Vessels carrying timber are limited to a maximum draft of 7.6m and a maximum length of 140m.

At Port Polnocny (Northern Port) the bulk coal and ore terminal can handle vessels up to 300m in length and 15m draft.

The Liquid Fuel Terminal consists of an L-shaped jetty, a main platform, and four dolphins. The jetty can be used by vessels with a maximum length of 305m and a maximum draft of 15m.

An approach channel leading to Port Polnocny is entered 2.5 miles WSW of the W end of the TSS and has a dredged depth of 17m.

The principal berths at **Nowy Port** (54˚25'N., 18˚40'E.) (World Port Index No. 28720) are shown in the following table:

Berthing Facilities—Nowy Port			
Quay	**Length**	**Max. draft**	**Max. LOA**
Wladyslawa IV Basin			
Western Wharf	70m	3.9m	-
WOC-I Wharf	640m	8.0-9.4m	170m
WOC-II Wharf	570m	4.5-9.4m	170m
Port Channel			
Capt. Ziolkowskiego Wharf	125m	6.2m	127m
Oliwskie Wharf	600m	10.2m	225m
Five Pipes Wharf	370m	7.3m	-
Grain Wharf	660m	1.0-7.4m	-

Berthing Facilities—Nowy Port			
Quay	**Length**	**Max. draft**	**Max. LOA**
Wislane Wharf	1,160m	10.2m	225m
Przemyslowe Wharf	500m	7.9m	120m
Szczecin Wharf	275m	9.9m	180m
Westerplatte Wharf	1,170m	4.4-8.5m	225m
Polish Mail Wharf	315m	7.4-10.1m	235m
Port Free Zone	1,070m	8.4m	170m
Ferry Terminal	130m	6.5m	-
Gorniczy Basin			
Coal Wharf	870m	5.2-8.6m	225m
Administration Wharf	125m	4.9m	80m
Ore Wharf	744m	4.9-10.2m	225m
Kaszubski Canal			
Chemical Wharf	270m	8.4m	225m
Industrial Wharf	665m	2.4-6.4m	145m
Sulphur Wharf	665m	10.2m	210m

The principal berths at **Port Polnocny (Northern Port)** 54˚24'N., 18˚43'E.) (World Port Index No. 28715) are shown in the following table:

Berthing Facilities—Port Polnocny (Northern Port)			
Quay	**Length**	**Max. draft**	**Max. LOA**
Liquid Fuel Terminal	335m	15m	300m
Coal Terminal	354m	15m	280m
Ore Terminal	600m	15m	300m
LPG Terminal	270m	9.5m	135m

A Laser Docking System is located at the Ore Terminal. It displays the lateral distance (in meters) of the vessel from the dolphin docking line and the vessel's closing speed (in centimeters/second). In addition, speed is indicated, as follows:

1. Green light—safe speed.
2. Yellow light—excessive speed.
3. Red light—exceeding the safe speed limit.

The specifications of this system can be obtained from the pilot.

Aspect.—A dredged channel, entered 2.5 miles NNE of the breakwater, leads to the main harbor entrance. It is marked by lighted buoys and indicated by lighted ranges. A conspicuous tower stands at Oliwa, 2.7 miles W of the harbor entrance. A church, with a conspicuous tower, and a conspicuous long white building stand close to the shore, 1 mile W of the harbor entrance.

Lower Gdansk Harbor

A disused light tower, 37m high, stands on the W side of the harbor, 0.2 mile S of the W breakwater.

A prominent war memorial, 24m high, stands on a mound at the E side of the harbor, 0.2 mile E of the disused light tower. It is in the form of a sword hilt thrust into the ground and is floodlit at night.

A prominent church, with twin spires, stands on the W side of the river, 0.5 mile SE of the memorial. A fort, with a prominent tower, stands on the E side of the river, 0.3 mile S of the church.

The approach fairway leading to Port Polnocny is marked by lighted buoys; lighted beacons, and a lighted range.

Pilotage.—Pilotage is compulsory for vessels over 40m in length and all vessels carrying dangerous cargoes. A request for pilotage and an ETA should be sent at least 2 hours in advance. Pilots can be contacted by VHF. Pilots for Nowy Port board near Lighted Buoy NP and pilots for Port Polnocny board near Lighted Buoy PP.

Regulations.—Entry and departure are controlled by the port authorities and permission must be obtained before proceeding into the port or anchoring in the roadstead.

For details of the Vessel Traffic Service and Reporting (VTS) system, see Regulations for the Gulf of Gdansk in paragraph 9.28.

All vessels over 2,000 grt entering the port are required to use the service of tugs.

Vessels carrying explosives or dangerous cargoes are not allowed to enter the port at night.

It is customary for vessels entering the port to salute, by flag, when passing the war memorial.

Anchorage.—There are five designated anchorage areas in the roadstead which may best be seen on the chart.

Anchorage Area No. 1 is designated for vessels with drafts of up to 9m; Anchorage Area No. 2 is designated for vessels with drafts of up to 10.5m draft; and Anchorage Area No. 3 is designated for vessels with drafts of up to 12m. Anchorage Area No. 1, Anchorage Area No. 2, and Anchorags Area No. 3 may be used by vessels of up to 225m in length.

Anchorage Area No. 4 is for the use of bulk carriers with drafts of up to 16m. Anchorage Area No. 5 is for the use of large tankers with drafts of up to 19.5m.

Caution.—Vessels should not approach close to the E breakwater head as depths in the vicinity are reported to be less than shown on the chart.

Several submarine cables and pipelines lie across the harbor area and may best be seen on the chart.

Several overhead power cables, which may best he seen on the chart, span the river and have a minimum vertical clearance of 61m.

Upper Gdansk Harbor

Ferries cross the river at several points and the landing places are marked by beacons.

A spoil ground area, the limits of which are shown on the chart, lies about 8 miles NE of the harbor entrance and is marked by a lighted buoy.

An isolated shoal patch, with a least depth of 8.4m, lies about 0.5 mile ENE of the entrance to the main fairway channel and is marked by a lighted buoy.

An isolated shoal patch, with a least depth of 11m, lies close S of the GP Lighted Buoy. It is located about 1 mile E of the entrance to the Port Polnocny approach channel and is marked by a lighted buoy.

It was reported (1993) that, due to the narrowness of the river, vessels proceeding upriver must turn around in the basin lying off the entrance to Basen Ostrowica I (54˚23'N., 18˚39'E.), before berthing.

9.36 Wisla Smiala (54˚23'N., 18˚47'E.), lying 2.5 miles SE of Port Polnocny, is the E outlet of the Martwa Wisla. The river entrance is protected, on the E side, by a breakwater and has a depth of 3.4m.

Local knowledge is advised and it is dangerous to enter with strong N winds. A lighted buoy is moored about 1.2 miles N of the entrance and marks the NE edge of the coastal bank. The river is entered by local small craft and fishing vessels with drafts of up to 2.5m.

Przekop Wisla (54˚22'N., 18˚57'E.) is the principal outlet of the Wisla River. Due to the outflow, there is considerable

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silting in the mouth of the river. The banks at the entrance and the channel leading from seaward are also subject to frequent changes.

A lighted buoy is moored about 0.7 mile NW of the river mouth and marks the entrance to the approach channel. The entrance has a depth of 2m and is used by small craft and fishing vessels, but up-to-date local knowledge is required.

A stranded wreck is reported to lie at the E side of the river mouth. A dune, which is 33m high and rises about 2 miles WSW of the river mouth, is surmounted by a prominent beacon.

Mikoszewo, a fishing village, stands 1.5 miles S of the river mouth, on the E side of the river. Swibno, another fishing village, stands on the W side of the river. The Wisla River, to the S of Swibno, is connected with the inland waterway system which extends W to Gdansk and E to Frisches Haff.

9.37 Gulf of Gdansk—East side.—Mierzeja Wislana (Baltiyskaya Kosa) (54˚25'N., 19˚35'E.) forms the low section of coast, less than 1 mile wide, which curves gradually NE for about 30 miles to Baltiysk. This narrow section of land rises to heights of between 15 and 30m in places and forms the NW side of Zalew Wislany.

Krynica Morska Light (54˚23'N., 19˚27'E.), a main light, is shown from a prominent tower, 27m high, standing on a dune.

Krynica Morska Light

The border between Poland and Russia lies about 8 miles NE of this light and is marked by lighted beacons. Another main light (Scukinskij) is shown from a framework tower, 29m high, standing 5.5 miles NE of the border.

Caution.—A restricted area, within which anchoring and fishing are prohibited, lies between the border and Mys Taran (54˚58'N., 19˚59'E.). It extends up to 12 miles offshore and may best be seen on the chart.

A mine training area, the limits of which are shown on the chart, lies 9 miles NW of Scukinskij Light. Anchoring and fishing are prohibited within this area and vessels are recommended not to navigate within it.

Baltiysk (Kaliningrad) (54˚38'N., 19˚54'E.)

World Port Index No. 28680

9.38 Baltiysk, the site of a naval base, lies on the E side of the Gulf of Gdansk, at the N end of Baltiskaya Kosa (Mierzeja Wislana). It is situated at the S end of the peninsula which forms the W side of Primorskiy Zaliv (54˚40'N., 20˚00'E.), a shallow bay lying adjacent to the port.

Baltiysk is the outport for Kaliningrad (Konigsberg) and has little commercial importance. Vessels transit to Kaliningrad through a canal which extends across the N part of Kaliningradskiy Zaliv.

Kaliningrad (54˚42'N., 20˚29'E.) (World Port Index No. 28690), situated 20 miles E of Baltiysk, stands on both banks of the Reka Pregolya, about 5 miles from the river mouth. It is a river port, with several basins, and is connected to the inland waterway system.

Winds—Weather.—Gales from NE through E to SW may lower the water level by as much as 1.2m. Opposing winds may raise the level by as much as 1.8m, but such large fluctuations are unusual. Winds in the Baltic Sea and a heavy outflow from inland rivers influence the water level in this vicinity.

Ice.—The port is generally ice free, but under extreme conditions some ice may appear in the canal between December and March. The Port Authority may employ tugs for clearing the fairway. Due to the strong outgoing currents, the port entrance seldom freezes over. During the spring thaw, ice conditions, lasting 3 to 4 days, sometimes make the entrance hazardous for normal port operations.

Tides—Currents.—The tides are negligible. Gales from between SW and NW cause a current to set to the N at a rate of up to 4 knots along the seaward side of Mierzeja Wislana. This current meets the outbound current flowing into the Baltic Sea near Baltiysk and raises a rough sea off the harbor entrance. Gales from between NW and NE cause a current to flow to the S across the harbor entrance. Currents flowing in and out of the harbor fairways depend on the wind force and direction and are very variable during each day. When N winds are blowing in the upper part of the Baltic Sea and S winds are blowing in the vicinity of Baltiysk, a strong inward current is reported to flow into the port.

Depths—Limitations.—The approach channel, for about 0.5 mile seaward of the breakwaters, has a least depth of 10.3m and the entrance channel, leading between the breakwaters, has a controlling depth of 9.5m. The harbor fairway leading to the principal basins at Baltiysk has a controlling depth of 9.1m.

The Kaliningradskiy Morskoy Kanal, 17.5 miles long, leads from Baltiysk to the harbor at Kaliningrad and has a controlling depth of 9m. The canal is separated from Kaliningradskiy Zaliv for most of its length by dams, which consist of timber walls with stone fillings. Trees, bushes, and reeds surmount the dams. The least bottom width in the enclosed sections is 40m and the least bottom width in the open sections is 65m. Vessels can transit the canal with drafts up to 7.7m from February to May, up to 8m from June to October, and up to 7.9m from November to January.

The Commercial Seaport basin at Kaliningrad has 20 berths, with a total of 3,017m of quayage, and depths of 7.2 to 9.6m

alongside. The Fishery Port basin has depths of 5 to 7m alongside. The port has facilities for general cargo, container, ro-ro, tanker, and bulk vessels. In addition, it is the base for a large fishing fleet. Cargo vessels up to 170m in length and 25m beam can transit the canal. Tankers up to 140m in length and 25m beam can transit the canal.

Aspect.—The shore in the vicinity of the port is very low and the wooded groves standing on the coastal spit appear as islands from seaward. A main light (Baltiysk) is shown from a tower, 32m high, standing at the S end of the town, on the N side of the entrance. A prominent watch tower stands close W of the light. A radiobeacon is situated near the light.

An outer approach lighted buoy is moored about 6 miles WNW of the main light. The approach channel is indicated by a lighted range which may best be seen on the chart.

Prominent water towers stand in the town and 1 mile NE of it. The conspicuous chimney of a locomotive shed stands in the town. A hill, with a conspicuous steep and yellow side, rises about 1 mile ENE of the main light.

The canal leading from Baltiysk to the Kaliningrad is marked by lighted beacons.

Pilotage.—Pilotage is compulsory for all vessels except leisure craft. Vessels should send a request for pilotage and an ETA at least 24 hours in advance through the agent with a confirmation 4 hours prior to arrival. Pilots can be contacted by VHF and generally board about 1.5 miles WNW of the entrance to Baltiysk.

Vessels requiring deep-sea pilotage through the Baltic Sea from Baltiysk should send a request to the pilot control station at Saint Petersburg (59˚56'N., 30˚18'E.).

Regulations.—A Vessel Traffic Service (VTS) system operates in the approaches to the port. This system, which is mandatory, regulates the movements and anchoring of all vessels. It also broadcasts marine safety information.

The VTS area of control includes the following:

1. The water area of the outer roadstead of Baltiysk bound by a 7-mile radius centered on the North Entrance Point (54 ˚ 38.97'N., 19 ˚52.28'E.).
2. The Kaliningrad sea channel.

Inbound vessels should make an initial call to the Baltiysk Traffic Center on VHF channel 74 or 16, 12 hours prior to arrival in the roadstead. After establishing communication, vessels should provide the following information:

1. Name.
2. IMO number.
3. Call sign.
4. Name of owners.
5. Name of master.
6. ETA at roadstead.
7. Dimensions.
8. Draft (fore and aft).
9. Destination.
10. Last port of call.
11. Number of crew.
12. Number of passengers.

Kaliningrad Traffic Center (Kaliningrad 9) can be contacted on VHF channel 67.

Anchorage.—Four designated anchorage areas, the limits of which are shown on the chart, lie in the approaches. Area No. 66 lies centered 4.5 miles NW of the main light on the N side of the fairway. Area No. 68B lies centered 3.5 miles WNW of the main light close to the S side of the fairway. Area No. 68 lies centered 3.8 miles WNW of the main light and close SW of Area No. 68B. Area No. 68A lies centered 2.3 miles W of the main light and adjacent to the SE limits of Area No. 68 and Area No. 68B. Attention is drawn to a number of obstructions which lie within or near to these anchorage areas.

Caution.—Several dangerous wrecks and obstructions lie in the vicinity of the port entrance and may best be seen on the chart.

9.39 Frisches Haff (54˚27'N., 19˚45'E.) is the common name for the large lagoon, about 50 miles long and 5 miles wide, which is separated from the Gulf of Gdansk by Mierzeja Wislana and Baltiyskaya Kosa. It is called Zalew Wislany in Polish and Vislinskiy Zaliv in Russian. Zalew Elblaski, into which several rivers discharge, is the SW part of the gulf. Kaliningradskiy Zaliv, the NE part of the gulf, extends as far as the mouth of the Pregolya River. Primorskiy Zaliv indents the N side of the gulf, near Baltiysk.

The lagoon has average depths of 2.5m in the SW part and 4.7m in the NW part. The water level is also dependent on the wind and varies considerably. Prolonged NE winds can raise the level in the SW part and the adjacent rivers by as much as 0.9m. Strong W winds usually lower the water level.

The entire lagoon is frozen over during the winter season. All navigation ceases, except in the main channel leading to Kaliningrad, and all floating aids are removed. Vehicles often cross the lagoon over the ice. In the W part of the gulf, the river currents cause the ice to break up and move seaward before it occurs in the E part.

The bottom mostly consists of soft clay and mud, mixed with sand. Numerous large boulders lie on the hard sand which fringes the lagoon. Many of the bights indenting the shores are filled with marshes and reeds. Numerous wrecks and derelicts, mostly unmarked, lie scattered throughout the lagoon. A channel, with a depth of about 4m, leads SE from Baltiysk to Nasypnoy Light (54˚36'N., 19˚56'E.). Shallow channels lead ESE to the vicinity of Kaliningrad and through the center of the lagoon. These channels are used by small craft to reach several local harbors loading places.

Baltiysk to Mys Taran

9.40 Between Baltiysk and Mys Taran, 20 miles N, the terrain backing the coast rises gradually and becomes steep and cliffy in the N part. The shore extending as far as Zaltniken (54˚47'N., 19˚59'E.) consists of low, wooded sand dunes and is fronted by a sandy, fringing shoal which extends up to less than 1 mile seaward. To the N of Zaltniken, the coast is formed of cliffs and appears yellow in color.

Obzornyy Light (54˚50'N., 19˚57'E.), a main light, is shown from a prominent tower, 22m high, standing near the shore, 8 miles S of Mys Taran. Gora Bol'shaya, a conspicuous wooded hill, is 89m high and rises 2 miles NE of the light.

A church, a water tower, and several factory chimneys stand at Yantarnyy, 5.5 miles SSW of Mys Taran, and are all

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prominent from seaward. Several conspicuous lights, situated at the amber mines, are occasionally exhibited in the vicinity of Yantarnyy.

Mys Taran (54˚58'N., 19˚59'E.) is described in paragraph 10.2.

Caution.—Fishing nets may be encountered up to 5 miles offshore along this stretch of the coast.

Several isolated shoal patches and numerous wrecks, some marked by buoys, lie off this stretch of the coast and may best be seen on the chart.

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